

London County Council.

ANNUAL REPORT

OF THE

PROCEEDINGS OF THE
COUNCIL

FOR

THE YEAR ENDED 31st MARCH,

1904.



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TABLE OF CONTENTS.

	PAGE
General Review of the Work of the Council	3
Reports of the Standing Committees :—	
Asylums. (This report is printed and published separately.)	
Finance	13
Bridges... ..	20
Building Act	26
Corporate Property, Charities and Endowments	32
Establishment	39
Fire Brigade	44
Highways	55
Historical Records and Buildings	82
Housing	88
Improvements	116
Industrial and Reformatory Schools	135
Inebriates Acts Committee... ..	139
Local Government and Taxation	143
Main Drainage	159
Parks and Open Spaces	170
Parliamentary	185
Public Control	196
Public Health	208
Rivers	221
Stores	230
Theatres and Music Halls	231
Works	234
Reports of Special Committees :—	
Appeal	237
Small Holdings	238
Technical Education Board. (This report is printed and published separately.)	
Expenditure by the London County Council on Capital Account during the 15 years ended 31st March, 1904. (Appendix A)	241
Statement of Appropriations for Redemption of Debt. (Appendix B)	242
Schedule of Loans sanctioned by the Council from 1899-90 to 1903-4. (Appendix C)	244
Statement of the London County Fund, 1903-4. (Appendix D)	246
Acts of Parliament giving power to the Council. (Appendix E)	271

London County Council.

ADDRESS by Mr. J. Williams Benn, M.P., J.P., Chairman of the Council, on the Proceedings of the Council and its Committees during the year ended 31st March, 1904.

11th October, 1904.

GENTLEMEN OF THE LONDON COUNTY COUNCIL,—

In view of the mass of work which now calls for our attention, I hesitated to follow the example of my predecessors in delivering a chairman's address; but I was advised that this annual review, while it may convey but little information to you, is due to those who send us here. And so, in deference to the citizen shareholder in this great undertaking, who looks for some annual account of our stewardship, I ask your indulgence.

My hope is that in this review I may be able to show a fair dividend in return for the money and the confidence which a trustful and appreciative London has placed at our disposal.

After an existence of fifteen years, half the life of our predecessor, I think we have every reason to be satisfied, if not gratified, with our position. This body, fortunately, still attracts the services of leading men from all the responsible classes and parties in the Metropolis, and there is certainly no slackening of that attention to detail work which alone ensures good and pure municipal government.

The record for the year shows 37 Council meetings and 1,483 meetings of committees and sub-committees. This means over 17,000 members' attendances. While such devotion obtains, we need not, I think, be anxious as to the future welfare of our City.

Further, we may, I think, feel flattered by the fact that the Government of the day, of whatever party, now invariably turns to the Council if any great London problem has to be solved. Whether it be a new port authority or a water board, we figure as a predominant partner. And now we have been entrusted, through no seeking of ours, with the vast task of elementary and secondary education! I am not called upon to say how far we have succeeded in that duty, because my review is limited to the last Council of the old order, which expired before we were invested with these new and onerous responsibilities. I may, however, venture to claim for the new Council that it has not allowed its objections to the Education Act—objections arising from the deepest convictions—to warp or hinder its work on behalf of the children of London. As law-abiding citizens we are doing our best, in difficult and costly circumstances, to place the educational ladder within the reach of every child, whether found in the provided or non-provided school. I shall presently refer to the late Technical Education Board and the Industrial Schools Committee, but it will be for my successor to estimate the devoted labours of that Education Committee whose report now figures so largely in our weekly agenda, and over which Sir William Collins presides.

I might venture to voice the Council's appreciation of his services, but I have determined to refrain, in this address, from any apportionment of praise, either to committees or chairmen. By their works ye shall and do know them. Many of those who labour in obscure corners are entitled to a first place in honour. Speaking of valued members, I may recall the fact that last year we lost, through untimely death, the presence of Mr. A. L. Cohen, who rendered much service on our Finance Committee and in other ways. He was an able, courageous and kindly man, and is greatly missed by those who knew him.

Turning then to the work as it was carried on under the chairmanship of my predecessor, Lord Monkswell, I find that the Council is becoming more and more the guardian—may I say “the guardian angel”—of the citizen. Indeed, it now follows and guards him from the cradle to the grave. It looks after his health, personal safety and afflicted relatives; it protects him from all sorts of public nuisances; it endeavours to see that he is decently housed, or itself houses him; it keeps an eye on his coal cellar and larder; it endeavours to make his city more beautiful and convenient, and provides electric motors and (presently) steam yachts for his convenience and pleasure; it looks after his municipal purse and corporate property, and treasures his historical memories; it tends and enriches his broad acres and small open spaces and cheers him with music; it sees that those he employs, directly or indirectly, enjoy tolerable wages and fair conditions; it speaks up for him in Parliament both as to what he wants and what he does not want, and, as I have said, last and greatest of all it now looks after his children, good and bad, hoping, if it is possible, to make them better and wiser than their progenitors.

Gentlemen, in this address I propose to make a somewhat new departure, classifying my remarks under these homely headings, rather than following that order of precedence which usually obtains in these annual reviews.

THE MAIN DRAINAGE COMMITTEE.

First, then, the health of the citizen depends largely upon the magnificent system of main drainage, which has made Greater London's death rate one of the lowest, for large cities, in the Kingdom. It fell from 18·5 per 1,000 in 1899 to 14·5 in 1903. This fall in the death rate may be some compensation for the rise in another rate of which we occasionally hear.

During the year 1903, under the chairmanship of Mr. Goodman, for the third time, nearly a hundred thousand million gallons of sewage were treated at the two outfall works, and this output exceeded that of 1902 by nearly ten thousand million gallons; so it is that new sewers are constantly needed and being constructed. Two such, costing three-quarters of a million, are in progress between Barking and Old Ford, and from Crossness to Deptford and Catford.

So anxious was the Council to provide additional relief sewers and pumping-stations to carry away storm water that, in February last, it approved a scheme involving the expenditure of three-quarters of a million pounds for that purpose. The main drainage extension scheme and these flood relief works should do much to obviate serious inundations. During the year the alarming suggestion was made that shell fish in the Thames estuary were contaminated by London sewage. It goes without saying that the Council would be most loth to damage either a great industry, or a nourishing and popular food. But the special report of the Committee to the Council of February last shows that the suggestion was groundless. This conclusion, arrived at by bacterial examination, is fortified by the opinion of the Royal Commission on Sewage Disposal, which conducted an independent investigation.

THE PUBLIC HEALTH COMMITTEE.

From the point of view of health, next to drainage come the duties of the Public Health Committee, and, under the chairmanship of Dr. Cooper, well directed efforts have been made to prevent the spread of smallpox in common and seamen's lodging-houses. Of the 559 cases notified during the year, only 70 occurred in these houses or were directly traceable to the inmates.

The great mortality caused by measles, particularly among the children of the poorer classes, induced the Council to apply to this disease certain sections of the Public Health Act. The Metropolitan Asylums Board has kindly helped in this good work by lending its ambulances for such cases.

The Committee, on the bank holiday in Christmas week, so dealt with an outbreak of plague that they earned the commendation of the president of the Local Government Board.

Enteric fever due to shell fish, water-cress grown in sewage-contaminated water, and the conditions under which mineral waters are manufactured, have occupied much attention. The results in such cases, show, I think, that more power of investigation into possible causes of disease may well be entrusted to this body. Last January the Committee made a new departure, and endeavoured to take a night census of the homeless people in London, those nomads who do much to circulate dangerous germs. The record is a very pathetic one. The Council's officers counted 1,463 men, 116 women, 46 boys and 4 girls walking the streets, the boys and girls appearing to be under sixteen years of age. 100 males and 68 females were also found asleep on staircases, in doorways, or under archways, making 1,797 homeless persons. The Council has little or no power to deal with this problem, but in a city like ours the resources of civilisation ought not, even in so difficult a case, to be exhausted.

The popular notion is that the Council enjoys the dignity of being a sanitary authority, an idea which, I am sorry to say, has no foundation in fact. Hundreds of complaints reach us with regard to drains, dirt, disease and other nuisances, which we can only pass on to the local authority. But still, as I have shown, through the good offices of our Public Health Committee much has been done to protect the life of Londoners. And here I may take occasion gratefully to acknowledge the co-operation of many of the Metropolitan Borough Councils.

THE FIRE BRIGADE COMMITTEE.

Next to keeping the citizen in health comes the question of saving him from fire. The Fire Brigade Committee, presided over by Mr. Edward Smith, give a reassuring record. Serious fires show a decrease from 7 per cent. in 1889 to 1·8 per cent. in 1903, and the number of lives lost in 1903 was 30 less than in the previous year. If we compare the figures of the Metropolitan Board of Works with the Council's, the result is still more striking. During the last three years of our predecessor the annual average of lives saved in London was 138. The last three years under the Council show an average of nearly double, viz., 263. The organisation of a brigade which includes 1,351 men, and constant attention to London fires is no small task for this committee.

The bravery and popularity of the brigade is a source of great satisfaction to the Council.

THE THEATRES AND MUSIC HALLS COMMITTEE.

Prevention is proverbially better than cure, and it is hardly possible to over-estimate the importance of making our Theatres and Music Halls safe. Since the terrible Chicago fire of 1903 the Lord Chamberlain and the Council have properly required all scenery to be treated with a fire-resisting solution and theatres and music-halls to be placed in direct telephonic communication with our brigade. The Theatres and Music Halls Committee, presided over by Sir Algernon West, amid much other detail work, for the fourth time made, during the year, a most exhaustive and useful inspection of the 43 theatres licensed by the Lord Chamberlain. Many of the Committee's suggestions have been adopted, and the public may now rest assured of the general safety of London theatres and music-halls.

The licensing sessions of the year passed smoothly, 336 premises securing licences.

I am glad to notice the success of the Council's policy of encouraging the establishment of places of amusement innocent of the temptation of intoxicating drink.

THE BUILDING ACT COMMITTEE.

The Building Act Committee, presided over by Captain Hemphill, are concerned under the Factory Act in preventing our factories becoming death traps in case of fire. In the course of the year they surveyed some 782 cases. In administering the Building Act they dealt with 2,251 applications, 2,000 complaints, and 3,638 dangerous structure cases. The Act, however, requires amendment, and suggestions have been received from the Metropolitan Borough Councils, from other public bodies, and from various Committees of the Council. Although the work is one of considerable magnitude and difficulty, the Committee hope to be in a position to submit amending proposals in time for a bill to be introduced into Parliament in the session of 1905.

THE ASYLUMS COMMITTEE.

The Council not only tries to save the citizen from disease and fire, but extends a kindly hand to his helpless relatives. The ministering to "the mind diseased" is among our most anxious duties. The men who for years have devoted themselves to this trying, and, to some, unattractive work deserve honourable mention. The Asylums Committee, under the chairmanship of Mr. Hubbard, for the fourth time, dealt with 17,465 lunatics last year, as compared with 16,957 in 1903. Including the 6,356 patients accommodated by the Metropolitan Asylums Board, these totals show an unfortunate increase of 996 lunatics for the year; alas! the largest annual increase on record.

The patients maintained by the Committee cost for maintenance an average of 11s. 6½d. per week. Last year the epileptic colony was formally opened by the Duke of Fife who was accompanied by H.R.H. the Duchess of Fife. This institution, consisting of eight villas, and administrative buildings, especially meets the needs of the poor epileptics. The foundations of the Long Grove Asylum, Horton, to house 2,000 patients, will shortly be completed.

THE INEBRIATES COMMITTEE.

No mention of our reformatory work would be complete without reference to the Inebriates Committee, which, under the chairmanship of Mr. Hardy, continued to deal with a most hopeless class of our population. The experience of four years goes to show that much may be done to bring back to a life of usefulness those afflicted with the drink disease. But there is no blinking the difficulties and great cost of this endeavour. There were at Farmfield last year a daily average of 92 patients. Twenty-two patients were licensed out. Of these 11 relapsed and were brought back, and 11 were doing well at the date of the report. Twenty-two patients were discharged; eight relapsed, four were doing well, one died and nine were lost trace of.

The cost of maintenance in 1902 amounted to £1 8s. 6d. per week per head, but it has now been reduced to under £1. In addition to employing patients on dairywork and other work incidental to the farm, arrangements have been made for repairing the clothing, etc., of the boys at the Feltham Industrial school, and for undertaking some of the laundry work in connection with the central offices of the Council.

THE HOUSING OF THE WORKING CLASSES COMMITTEE.

No work of the Council touches the welfare of the citizen more closely than that of the Housing of the Working Classes Committee, last year under the chairmanship of Earl Carrington. The new Housing Act, which then came into force, has not done much to assist us in solving a great problem. It certainly amended previous Acts and placed more rehousing obligations on the promoters of private bills, but, unfortunately, the extension of the time for the repayment of money borrowed to 80 years instead of 60 years has proved to be of but little service in reducing initial cost, because this all too meagre time extension is limited to the land. Closing orders in respect of insanitary dwellings can now be obtained with greater facility, and local authorities are empowered to provide shops in connection with dwellings.

Among the useful work of the Housing Committee, accommodation has been provided during the year for 4,847 persons, and Carrington House, Deptford, was completed and opened during last November. Up to the 31st March last dwellings have been provided for 24,500 persons, and the new contracts provide for some 9,000. On the gross rent for the year of the Council's dwellings only 2s. 9½d. per cent. was irrecoverable.

To appreciate properly the effect of this housing work on our London life one must again look at the death rate. In the Council's dwellings, among 12,835 persons, the death rate was only 11·8 per thousand, as compared with 15·2 in London as a whole. Those of us who remember the fearful mortality, sometimes 40 per thousand, in the slums which stood on the sites of these dwellings, may well bless the labours of the Housing Committee.

Further, this Committee always have a watchful eye on the workmen's trains services to and from London, and have recently placed before a select committee of the House of Commons proposals for the amendment of the Cheap Trains Act. But perhaps their most useful new development is the quarterly issue of a penny pocket-book giving full particulars of all workmen's trains and tramcars within 20 miles of London. The circulation of this little book (over 30,000 copies in the first year) shows that it is fully appreciated.

THE IMPROVEMENTS COMMITTEE.

Next in importance to good housing is the question of locomotion. Our city is cut into two parts by a wide river not too well provided with bridges or steamboats, and occupies an area of 120 square miles, with a distance from east to west of 16 miles and from north to south of 11½ miles. It is therefore of first importance that travelling should be made cheap and easy. London is, as yet, very lacking in means of communication. A comparison with other cities makes us sometimes feel ashamed, for large masses of workers still find difficulty in reaching their employment, and they pay too much for travelling facilities. As a first step to remedy this the needful streets connecting the different parts of London must be provided and others widened. This is the important work being done by the Improvements Committee, presided over last year by Mr. W. Davies for the fourth time. The year's account shows a capital sum of £759,705 expended on much-needed improvements.

Powers were sought in the session of 1904 for eight further improvements, including five in connection with tramway proposals in the south; two general county improvements, namely, Piccadilly between Arlington-street and the Green-park, and Nine Elms-lane; and one local improvement, Well-hall-road.

The widening of Piccadilly between Arlington-street and the Green-park, and between Sackville-street and the Circus, and the widening of Sloane-street between Brompton-road and Basil-street, will be welcomed as useful works.

The widenings of Brixton-road, Harleyford-street, Wandsworth-road, Long-lane and Tabard-street, and St. George's-place, Knightsbridge, were completed during the year.

There is a popular notion that the Council has not done so well as its predecessor in the matter of street improvements, but the figures refute this view. The Metropolitan Board of Works in its own improvements and grants to localities, spent an average of a little over a quarter of a million per annum. I observe that the Council's average for the same services now reaches nearly half a million; so that if our rates are higher (and with that I shall deal presently), we have done much more, in this necessary work, than our predecessor.

THE BRIDGES COMMITTEE.

In providing means of communication the Council has always attached great importance to the need for frequent and free crossings of the river Thames. The Bridges Committee, whose chairman last year was Mr. Sears, have under their charge not only the bridges over the Thames within the county, except the four City bridges, but the Blackwall-tunnel, Greenwich footway tunnel and the Woolwich ferry. Besides the maintenance of these structures, they are now proceeding with the construction of Rotherhithe-tunnel and the rebuilding of Vauxhall-bridge. The delay in the latter work, through a variety of unfortunate circumstances, is most regrettable.

This Committee, with great courage, are now considering a project for the setting back of the South-Eastern Railway Station, at Charing-cross, to the Waterloo side of the Thames, and the building of a magnificent bridge on the site of the present hideous structure. For the sake of the beauty of London I hope the scheme may come to fruition.

THE HIGHWAYS COMMITTEE.

After proper streets and bridges comes the question of the People's Carriage, and so we reach the Highways Committee, who now work for the Council over 40 miles of tramways in the south. These only constitute a third of London's tramways, but during the year 133 millions of passengers were carried over these lines, and over half-a-million pounds was received in fares; 50 millions of these passengers were carried at $\frac{1}{2}$ d. fares, and that in beautiful and swift electric cars. The work of electrification has been progressing. In 1903 the Greenwich and Tooting sections of the lines were electrified, and His Royal Highness the Prince of Wales, accompanied by the Princess and the two young Princes, most graciously opened the first of London's municipal electrical tramways.

The work of reconstructing our southern lines has been one of great difficulty, and thanks are due to the patience of both passengers and tradespeople during the disturbance of the streets. But this trying period has almost passed, and the Council's service in the south of London, under Mr. Baker's chairmanship, is, I may say, giving great satisfaction. The people of the north of London are naturally desirous of securing a like service at the earliest possible date, and I am sure the Council will assist them so far as it has powers. The improvement in the hours of labour and other advantages accorded to those serving in the Council's tramways are alike well known and well merited.

During the year the most interesting child of the Highways Committee, the below-street or shallow tramway between Theobald's-road and the Embankment, has been steadily progressing. On its completion I believe it will revolutionise our ideas of dealing with the traffic of London.

To supervise the laying of electric lighting mains in some miles of streets, and the construction and alteration of some 18 new railway stations in London, has also been the work of the Highways Committee. The important improvements made in the formerly uninviting station of the South-Eastern and Chatham Railway Company at Deptford, show the value of this class of control.

THE SPECIAL COMMITTEE ON LOCOMOTION.

On the appointment by the Government of a Royal Commission on Locomotion the Council at once decided to give evidence and appointed a special committee, of which Mr. W. H. Dickinson became chairman. I cannot here enter into the mass of evidence which was presented to and evidently appreciated by the Commission. I may say, however, that Mr. W. H. Dickinson was the first witness, and was followed by the clerk of the Council, the statistical officer, the housing manager, the engineer, the comptroller, the architect, and the valuer. I also attended and gave evidence. Dealing with the railway and highway portions of the locomotive services in London, our witnesses called attention to the lack of uniformity in authorising railways; the want of regulation in opening up streets and the consequent obstruction to traffic; the necessity of opening up further and more remote districts for housing purposes; the prejudicial manner in which the veto of the Borough Councils had affected the development of the Council's tramway system; and the necessity of preserving intact the Council's position as supreme tramway authority in London.

In addition, the construction of a new hypothetical north and south street from the Strand to the Crystal Palace, designed for separate slow and quick traffic with tramway subway and pipe subways, with the approximate cost for work per mile and the estimate of the probable cost of buying the necessary property, were submitted in evidence, as was also the question of the finances of existing tube railways and of the Underground Electric Railways Company, thus indicating the necessity of having a tribunal to deal with all proposals affecting the county. It is expected that the report of the Commission will be issued at an early date.

THE RIVERS COMMITTEE.

The Rivers Committee, presided over by Mr. Gilbert, have endeavoured, as all London knows, to supplement good tramcars by popular steamboats on the Thames. Had Parliament granted in 1903 the needful powers we might by now have had satisfactory passenger steamboats upon our great natural highway. However, our bill of last session has become law, and we are, I hope, within a measurable distance of the time when we shall see Old Father Thames affording as much service and pleasure to our people as he did to their forefathers.

The bill introduced by the Government to give effect to the recommendations of the Royal Commission on the Port of London received very careful and sympathetic consideration from the Rivers Committee, and the Council obtained from the Joint Committee to which the Bill was referred some important amendments, but no further progress was made, and the bill was suspended until the session of 1904 and then dropped. The present deplorable condition of our port is a scandal, and it is in no way the fault of the Council that remedial measures have thus been delayed.

THE PUBLIC CONTROL COMMITTEE.

I now turn from matters of life and death in order to look into the citizen's larder, and coal cellar, and that brings me to the work of the Public Control Committee, of which Mr. Goddard Clarke was chairman. They deal with weights and measures, sale of coal and bread, constant water supply, explosives, infant life protection, shop hours, smoke nuisance, diseases of animals, coroners' inquests, etc., etc. Last January, a new coroner's court and weights and measures office was opened at Greenwich. The Committee administer the Employment of Children Act, under which the Council has power, *inter alia*, to license juvenile street traders.

They also look after the citizen's gas, and were successful in obtaining in Parliament a reduction from the Gas Light and Coke Company of the standard price of gas from 3s. 9d. per 1,000 cubic feet to 3s. 4d.

This police work of the Council has, perhaps, made it unpopular in some quarters, but it has been a great protection, especially to the poorer citizens.

THE PARKS AND OPEN SPACES COMMITTEE.

Passing from the protection, to the promotion, of health, we arrive at the consideration of those municipal parks and open spaces so well described as the "lungs of London." Last year Mr. Cleland was chairman of the Parks Committee, and nine new pieces of land, showing a total of 46½ acres, were added to our "fresh woods and pastures new."

The re-habilitation of Hainault-forest is happily proceeding. The tenant of Foxburrows Farm, who last year was actually engaged in hewing down the trees, is now setting others. This incident illustrates the new policy as regards open spaces which happily now obtains. The citizen seldom seems to grudge money spent on more lungs for London, nor does he object to pay for an innovation made by this Council, viz., municipal music in the parks. Last year we spent £10,000 on over twelve hundred performances, and gave delight to myriads of poor people who, but for the Council's bands, would hear but very little good music.

Municipal boats, and now motor launches for penny trips, have been added to the delights of our parks, and they pay. Ever on the alert to preserve an open space the Committee have their eye on our London squares, which of late have been seriously threatened. They are asking Parliament for powers to preserve these breathing places, and with the help of such public-spirited citizens as our colleague, Lord Ludlow, I do not think they will ask in vain.

While some of the alleys and slums which still disgrace London are with us we cannot, I am sure, devote too much attention to the outdoor life of the poor. Our parks and open spaces now comprise 4,917 acres.

THE SMALL HOLDINGS COMMITTEE.

In connection with out-door life, it puzzles some people to know why this great municipal body should bear the name of "County." Perhaps the justification of the term is found in the work of the Small Holdings Committee, which last year was presided over by Mr. Allen Baker for the second time. They manage one freehold and four leasehold estates of extent varying approximately from 8 acres to 13 acres. But the Council is aggrieved that it has no power to let land of less than an acre to tenants, and a bill to remedy this has again been introduced.

Although the Allotments Acts do not apply to London, the Council has been enabled to let various lands in the East End, viz., 91 acres to 734 cultivators.

THE LATE CORPORATE PROPERTY COMMITTEE.

The Council owns not only parks, but also much land and property acquired in connection with improvements and other schemes. The value of our ground rents last December was £4,583,000. Last year the Corporate Property Committee, with Mr. Mullins as chairman, carried on this work, but for reasons of co-ordination it has recently been transferred to other committees.

With a view to expedite the letting of the land in the Strand, Kingsway and Aldwych, the Committee considered it desirable that the building conditions relating to the leasing of the Council's surplus land should be modified so as to provide for arbitration on any matter not provided for by the plans and specifications of the buildings proposed to be erected after the plans and specifications had been approved. It is hoped that this modification will have the desired effect, for the Council's terms now compare favourably with those of any London landowner.

It has also been the duty of the Committee to advise on the question of the retention or abandonment of licensed premises acquired by the Council in connection with various properties. During the year six licences were abandoned, the premium values of which were estimated to amount to £12,600. Altogether, 119 licences have been allowed by the Council to lapse, and London still seems to approve of these efforts to check the excessive sale of intoxicating liquors.

THE HISTORICAL RECORDS, ETC., COMMITTEE.

There are municipal heirlooms beside landed property, and I regard with much interest the work of the Historical Records, etc., Committee, of which Mr. Dolman was chairman. I venture to think we devote too little attention to the æsthetic side of London life, and too readily allow ancient landmarks and memories to be obliterated. Suitable tablets now indicate those houses in London which have been inhabited by distinguished Englishmen, and some historical buildings, of great

interest to our City, have been saved from destruction. London, to its credit, was the first of the municipal authorities to obtain power to render this small service to future generations. The Horniman museum is being made a most valuable educational institution, the first, I hope, of a series of school museums which will awaken interest and impart information in a manner beyond the power of book-study.

THE WORKS COMMITTEE.

Not only is the citizen worker protected and catered for in the various ways which I have passed under review, but some attempt has been made to improve the wages conditions of his fellow workers. As an object lesson, showing what can be done under the best conditions extant, and for its protection and convenience, the Council still successfully keeps up the Works department.

The Works Committee, presided over for the second time by Mr. Torrance, present figures which speak for themselves. The result of works completed during the year and reported to the Council shows, in the case of estimated works, a balance of cost below final certificate of £31,614 7s. 11d., or 9·61 per cent., and in the case of jobbing works a balance of cost below schedule value of £3,547 10s. 11d., or 7·11 per cent. The Works Committee during the year executed work to the value of £416,205 16s. 6d. But apart from these satisfactory figures, there is no doubt that this useful department has saved the ratepayers a considerable sum by the prevention of those prohibitive prices met with in our earlier years, for that huge mass of work which still goes to contractors.

With regard to our labour conditions it must be remembered that we ourselves observe such regulations as we impose on others.

Throughout the Council's service an endeavour has been made, without pampering the men, to give that thoughtful and sympathetic consideration to such questions as hours, wages, sick pay, holidays and uniforms, which binds together employer and employed. We cannot, of course, do all that is asked, but we have done much to make tolerable the position of these municipal servants.

THE STORES COMMITTEE.

Somewhat akin to the Works Committee, the Stores Committee, presided over during the year under review by Mr. Wiles, undertakes the important duty of preparing the schedules and considering the tenders for the supply of the stores required by the various services of the Council. Competent examiners see that the Council gets full value for the money expended. It should be noticed that the maximum hours of labour per week for all classes of workpeople, except cutters, engaged under the Council's general clothing contracts, has been fixed at 54½.

THE LATE TECHNICAL EDUCATION BOARD.

I have referred to what we do for the child of the citizen, and although it is not my business to review our new educational work, I am sure the Council will desire me to place a wreath, with the word "resurgam" on the tomb of the Technical Education Board. How much it did during its existence in the way of foundation work in technical, secondary, and higher education for London, will not, perhaps, be realised for many years to come. It was responsible for the increase and growth of polytechnic institutions, L.C.C. schools and technical institutes, and the improvement in the equipment and staffing of secondary schools. Taking chemistry and electrical science as examples of instruction in science, in 1893 there were only about 38,000 student hours per session for the teaching of practical chemistry. Last year, the time devoted to evening work in theoretical and practical chemistry amounted to over 64,000 student hours in the polytechnics alone.

In 1893 there were six laboratories for electricity or electrical technology, now there are 23 institutions in London in which such evening instruction is given. The year shows a corresponding increase in the provision of classes for instruction in general science and technology, and the use made of them has been in proportion. Those in mechanical engineering, electrical engineering, practical plumbing, bricklaying, masonry, carpentry and joinery, cabinet making, and furniture design, are instanced as typical examples. The number of trade classes has increased from 113 in 1894 to 313 in 1904, and the number of apprentices and young workmen attending them has increased fourfold. In 1893 there were only three polytechnics in full operation, now there are 26. The rapid growth of the evening work is shown by the figures of student hours.

In 1893-4 the student hours given were 118,000, whereas the figures for the session 1900-1 were 454,000, the number of artisan students steadily increasing. At the close of the year the Board had 14 institutes directly under its control. Nor has the important question of the training of teachers been neglected. As regards technical subjects the Board organised special courses for teachers at university colleges and at polytechnics, and also utilised the existing classes in colleges and polytechnics for the purpose of giving special training to the more advanced students. The Board established the London Day Training College, which has been well attended from the commencement, and already six students have taken the diploma after a year of post-graduate work. It is now open to any lad, provided he has the natural ability, to qualify himself for the highest position in any profession. The work done by the Board in the direction of the development of commercial education in secondary schools should be noticed. It has sent teachers to study the best methods of teaching commercial subjects at several higher commercial schools abroad, and on its initiative a new faculty of economics has been established in the reconstituted University of London. University teachers have been appointed in various subjects affecting the commercial life; and a special commercial department has been established through the Board's initiative at University College.

THE LATE INDUSTRIAL SCHOOLS COMMITTEE.

Another of our committees—the Industrial Schools, of which Mr. Allen was the late chairman—has disappeared, or been transformed under the Education Act, 1903. Those who have personally inspected the Feltham and the Mayford Schools will best appreciate not only the care bestowed upon the waifs and strays committed to our care by the magistrates, but, having regard to the class of boys, the excellent results obtained. At Feltham, the number of admissions during the year showed an increase of 73. The number of boys committed for felony has gradually decreased. The general standard of education reached is reported “good,” as compared with “very fair” last year. The cost per head has been slightly reduced, without any sacrifice of efficiency, and the general health of the boys has been excellent. Trades are now being taught, and new engineering and whitesmith’s shops and lecture rooms have been opened during the year. The shops have been erected by school labour at a cost of about £1,000. At Mayford there has been an appreciable reduction in the cost per head for maintenance, and both in education and industrial training Mayford compares well with Feltham. The band is now treated as training for permanent employment. The shipping agencies at Lowestoft and Cardiff, and the farm agency at Llandilo, continue to afford satisfactory outlets for the boys from the Council’s schools.

THE LATE WATER COMMITTEE.

Although the Metropolis Water Act of 1902 removed from the Council the responsibility of watching the interests of the water consumers of London, it is, I think, due that the useful labours of the Water Committee, now defunct, should be recognised.

The Council having, since its constitution, devoted a large amount of time to the collection and preparation of various reports dealing with the question of the metropolitan water supply, the information thus obtained was readily placed at the disposal of the purchasing authority, in contesting the companies’ claims before the Court of Arbitration.

The Council also, having regard to the vast interests of the ratepayers of London in the settlement of the claims, allowed its comptroller, Mr. H. E. Haward, to advise on the reports prepared by the accountants employed by the Board.

The proceedings of the Committee during the year were presided over by Mr. McKinnon Wood for the fourth time.

We were gratified to notice that one of our oldest and most valued colleagues, Mr. Beachcroft, was made Chairman of the Water Board.

So much for the many things which we try to do for the health and comfort of the citizen and his children, and the committees who think out and bring forward the necessary schemes. But there are other committees whose duties, though of the administrative order, are not less esteemed by the Council. Indeed, if I had followed precedent I should have placed them first in my review.

THE FINANCE COMMITTEE.

Should the account I have given of our beneficent and costly work alarm some worthy Ratepayers’ Association, re-assurance may be gained from the existence of the Finance Committee—a genial institution which effectively stands in the way of any wild-cat or ill-advised schemes getting through the Council.

For the fifth time under the chairmanship of Lord Welby it has kept our expenditure down and our stock up; so that the financial position of the Council is still the highest among the municipalities of the world.

In proof of this, I may mention the issue of London County Consolidated Stock for £5,000,000 in April, 1903, at a fixed price of £95 10s., which was subscribed for more than twice over. I am glad to notice that applicants for amounts of £100 and under received their allotment in full. May I say a word about the debt of the Council, which so alarms some of our critics. On the 31st March last it stood, after deducting assets, at, say, thirty and a-half millions. To be exact—

Unremunerative debt	...	...	...	...	£25,992,945
Remunerative debt	...	...	...	...	4,608,886
					<hr/>
					£30,601,831

Compared with the previous year this shows an increase of £1,902,007, and as compared with 1889 an increase of £13,038,569. Now, in instituting this comparison allowance must be made for the net debt in respect of remunerative purposes amounting, as I have said, to £4,608,886. This item may be regarded with satisfaction rather than anxiety. This reduces the net debt increase for unremunerative purposes to £8,429,683, and when we remember that, calculated with regard to the rise in rateable value, as it should be, the rate for debt is only .89d. more than it was in 1889-90, we may, I think, dispel any alarm. It is well known that as regards debt per head of the population London compares most favourably with the other cities of the Kingdom.

The Finance Committee is also the banker of the local authorities of London. It advanced during the year £2,176,000, being £916,000 less than in the previous year.

Towards the end of the year the Committee had the difficult duty of considering the financial arrangements necessary on the appointment of the Council as the education authority, and has produced a most valuable report.

May I say that the greatest service rendered by this Committee was the preparation of a scheme for the co-ordination of the Council’s expenditure. Nothing but good can come from a careful survey, at least once a year, of our budget as a whole, so as to keep its parts in proper and economical relation.

THE PARLIAMENTARY COMMITTEE.

The Parliamentary Committee is the citizens' friend at St. Stephens.

Under Dr. Napier, as chairman, the Council promoted during the session 1903, eight private and four public bills. With material alterations in some cases three of the private bills passed into law, viz., Tramways and Improvements Bill, General Powers Bill and the Money Bill. Five private Bills, viz., the Electric Supply Bill, Gas Light and Coke Company's Acts (Amendment) Bill, London Building Acts (Amendment) Bill, London County Asylums (Receiving Houses) Bill and the Thames River Steamboat Service Bill, failed to become law. No progress was made with the four public bills. The Tramways and Improvements Bill authorised the construction of about $3\frac{1}{2}$ miles of new tramways, principally in Hammersmith. The proposal for a tramway over Westminster-bridge was struck out of the bill by a majority of one. The General Powers Bill enabled the Council, *inter alia*, to acquire land for fire brigade sites, to license depots for receiving horses for slaughter, and also empowered Borough Councils to provide accommodation for retail street vendors, and to provide and maintain public clocks.

In addition to the Council's bills some 48 private and 40 public bills affecting London received attention. The most important were the Port of London Bill, the Education Bill, and also some measures put forward in connection with underground railways. Action was also necessary with regard to certain other bills relating to tramway undertakings and the question of gas supply. The Council was successful in its endeavours to obtain the appointment of a departmental committee to consider thoroughly the whole question of gas testing.

THE GENERAL PURPOSES COMMITTEE.

The co-ordination of all the work which I have, in this fragmentary fashion described, devolves largely upon the General Purposes Committee, over which my colleague the vice-chairman of the Council last year presided.

They do not report, probably because they are regarded in some sort as a cabinet of the Council, but their services must not pass unnoticed. They appoint and control the chief officers of the staff, and consider all questions relating to the reports of committees and the standing orders of the Council, and jealously examine any proposal which involves a change of policy.

THE ESTABLISHMENT COMMITTEE.

And now I come to a most important part of our machinery, if I may so describe the willing and competent staff of the Council. To the Establishment Committee, last year under the care of Mr. R. A. Robinson, belongs the duty of engaging and providing offices for a large section of this considerable army. The smoothness of the working of this department shows that the task has been well done. Indeed, London owes very much to our loyal and efficient staff. It numbered in all last year no fewer than 12,000 persons. An intimate acquaintance, from the creation of the Council, with all branches, from those in the highest places to those in the depths of our sewers, convinces me that most, if not all, of these municipal officers regard it an honour to serve under our guidance, and that their stipend is not always the measure of their labour.

The useful Superannuation and Provident Fund, to which the Council last year contributed £8,246, now attracts 85 per cent of what may be termed the permanent general staff of the Council, the remaining 15 per cent being entitled to pensions under the Superannuation Act of 1866, and other Acts. I should fail most seriously in my duty if I passed from the mention of the staff without drawing attention to the disgraceful and inadequate premises in which they still carry on their work.

Once and again the Council has cheered the chairman's appeal for adequate offices grouped on one site and a County Hall worthy of the Council's position. But, for divers reasons, we have never got beyond the cheers. We are still squandering money in rents for divided and unsuitable premises. In 1889 the amount paid in rent for office accommodation was under £5,000. It is now £26,000. It is true that we muddle through, but I am sure that our efficiency seriously suffers. Is it too much to hope that this new Council will have the courage to deal with this pressing question? I trust not, for every year makes its settlement more difficult and costly.

LOCAL GOVERNMENT COMMITTEE.

The Local Government Committee, for two years presided over by Mr. Wilberforce, unfortunately no longer amongst us, had a considerable amount of work in connection with the boundaries of the county consequent upon alterations under the London Government Act, 1899. We owe to them the useful by-laws as to spitting, litter in the streets, and covered vehicles. To secure a uniform method of assessment of property throughout London remains one of their ideals.

But this Committee rendered a still greater service by forwarding that long-needed reform of the taxation of ground values, and by taking part in the conference of municipal authorities on the subject.

It is to be hoped that now the House of Commons has carried a resolution in favour of this principle, we are in sight of some relief to those whose main business in London seems to be to work and pay.

Our municipal work is ever increasing and enriching those from whom we get no help. Surely justice to London in the matter of taxation is long overdue! In 1888 Mr. Goschen, in withdrawing the Van and Wheel Tax, virtually gave a promise of relief, but (except for the granting of beer and spirit duties in aid of the new service of technical education) nothing has been done, or even proposed in this direction.

Not only has the Council been denied new sources of revenue, but the balances of exchequer contributions available for the relief of the county rate have been declining. The first six transfers averaged £347,852, while for the year 1903-4 the relief was only £64,374; this alone represents a loss of over 2d. in the £.

I hope that in making these observations I shall not be regarded as entering into controversy. To protect myself against that suspicion I may adopt some wise words published by a most admirable organisation, the "London Municipal Society." They say, "London has a claim upon the Government for £400,000. London does not seek preferential treatment over the rest of the country, although the amount of her indebtedness and the height of her rates, together with the special consideration shown to capitals in other countries—France, Germany, Austria, Belgium—would combine to make a formidable case for such treatment. But London does seek justice; she claims to be treated as liberally as the rest of the country is treated. If the claim made upon her behalf is admitted—and sooner or later it must be admitted—the rates of London will be relieved on an average by 3d. in the £." Gentlemen, if we can only get that three pence I am prepared to bless any society or Government which will become the conduit pipe of such relief.

It may be suggested that we are asking for relief because we have been extravagant. With that point I will deal, first by saying that our increase of rate is the smallest among the governing bodies of London.

The average local rates have increased from 5s. 2½d. in 1889-90 to 7s. 1½d. in 1903, or 7 per cent. more than the Council's rate.

Let us look at the latter, and the causes for the increase.

In its first year (1889-90) the county rate was 12½d.; in 1903-4 it was 16¾d., an increase of 4½d. in the £. This increase has been caused not only by the necessity for raising the old services inherited from the Metropolitan Board of Works and the County Justices—such as Fire Brigade, Parks, Main Drainage, Asylums—to a proper state of efficiency, but also by a large addition of new services, such as factories and workshops, shop hours, common lodging-houses, etc.

If we deduct the expense of carrying on these new services, for the cost of which the Council has received no help or subsidies from Parliament, the increase in the rate will be found to be remarkably small. In view of this fact I do not think any fair-minded citizen will call us extravagant. At all events, up to now, London has stamped our efforts and expenditure with approval. This confidence should, and I am sure will, make us the more cautious in dealing with the ratepayers' money. The question arises, "Is the burden fairly distributed?" I have already referred from this chair to what I regard as a dangerous symptom of our London growth. Some of the poor districts have become increasingly squalid while richer districts have greatly improved. The grouping of the workers in one district and the wealthy in another is well if the latter recognise their responsibility, but it seems that the rich have pushed out the slum-dwellers into districts already burdened with the poorer, without providing the necessary monetary help. And so we find the rates of such places as Lambeth and Poplar abnormally high.

As a first step the extension of the principle of the Equalisation of Rates Act is, in my opinion, absolutely necessary. In no other city in the kingdom are the poorer districts left, as they are in London, to struggle with their local difficulties.

As a second step, as I have said, those who toil not for our city must be called upon to pay a larger premium on the increased values created by the workers of London.

CONCLUSION.

May I claim, in conclusion, that the Council has laid the foundation for making London more than a mere post office area—a reality, and, perhaps, to some extent, a model municipality! Be that as it may, distinguished persons come to us from all parts of the world to study our methods. Curiously enough they go to the Mansion House for their lunch, and come to Spring-gardens for their figures. I make no comment upon that interesting division of public courtesies, except to say that the old City does its part extremely well. You, gentlemen, have been so patient that I must not drift into polemics. I have now only to thank you for your indulgent attention, and to invite you to continue your labours. Much patience and personal sacrifice will be needed to face the ever increasing duties which fall upon you. I am sure this Council is not wanting in those qualities. Indeed, I shall venture as a last word to raise a lofty ideal. A century ago there lived in the constituency which I have the honour to represent among you a poet and a dreamer, William Blake. The spirit of his beautiful lines may well, I think, inspire each one of us:

"I will not cease from mental fight,
 "Nor shall my sword sleep in my hand,
 "Till we have built Jerusalem,
 "In England's green and pleasant land."

REPORTS OF THE STANDING COMMITTEES.

REPORT OF THE FINANCE COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—Lord Welby.

Vice-Chairman—W. Wallace Bruce.

Benson, J.	Lawson, H. L. W.	Robinson, Sir F. L.
Campbell, C. H.	Leon, A. L.	Sandhurst, Lord
Harris, H. P.	McDougall, Sir John	Spicer, E.
Jephson, H.	Napier, T. B.	Spokes, R.
Laughland, J.	Peel, Hon. W. R. W., M.P.	

During the year the Committee held 57 meetings, and there were 53 meetings of sub-committees.

The Committee are appointed by the Council, in pursuance of section 80 (3) of the Local Government Act, 1888, to regulate and control the finance of the county. An order for the payment of a sum out of the County Fund may not be made by the Council except in pursuance of a resolution of the Council passed on the recommendation of the Committee, and any costs, debt or liability exceeding £50 may not be incurred except upon a resolution of the Council passed on an estimate submitted by that committee. The various spending committees report immediately to the Council on proposals involving expenditure, and the reports of the Finance Committee submitting estimates are considered by the Council at the same time as the reports of the spending committees. The Committee, when reporting upon proposals involving expenditure, point out their bearings on the Council's financial policy, or on its previous votes, or on other work that it may have undertaken or have in contemplation.

Towards the end of the year the Committee had to consider, so far as financial arrangements are concerned, the effect of the Council being constituted, as from 1st May, 1904, the education authority for the County of London, and of the transfer to the Council on that day (1) of the property, debts, liabilities, powers and duties of the School Board for London, and (2) of the maintenance of elementary education in the Voluntary schools within the county. All the necessary preliminary arrangements were made for discharging the additional duties that will devolve upon the Committee.

Capital commitments and co-ordination of expenditure.

The Committee stated in their last annual report that they had for a long time been impressed with the desirability of establishing some system by which the Council should be able to co-ordinate its capital expenditure, and thus regulate to some extent the amounts of its borrowings from time to time.

During the past year a joint sub-committee of the Finance and General Purposes Committees have been giving this matter a great deal of consideration, and those Committees will shortly submit their recommendations to the Council.

The usual table (Appendix A), showing the capital expenditure of each of the last 15 years on the different services, appears as an appendix in the volume in which this report is included.

Working-class dwellings—Extension of loan period.

In previous annual reports reference has been made to the action taken by the Committee in approaching the Chancellor of the Exchequer, and subsequently the Home Secretary, on the subject of the extension of the period for repayment of debt incurred for working-class dwellings, and the inclusion, as an asset of the sinking fund against debt, of the freehold land upon which such dwellings are erected. The Committee further stated in their last annual report that a Select Committee had been appointed by the House of Commons at the instance of the Government, to "inquire and report as to the statutory and other conditions limiting the periods for repayment of loans raised by local authorities in England and Wales, whether any relaxation of such conditions is desirable, and whether uniformity of practice can be secured in this matter." They also stated that the Select Committee had made their report, and that they were considering, in consultation with the Housing of the Working Classes Committee, what steps should be taken thereon.

Towards the end of the session of 1903, the Government introduced a bill into Parliament dealing with the question, and the bill was passed as the Housing of the Working Classes Act, 1903. It is a general Act, and under it the maximum term for which money may be borrowed for the purposes of the Housing of the Working Classes Act, 1890, or any Acts amending it, or for the rehousing of persons displaced by improvement works, is 80 years. It applies to the Council, first, as regards its own expenditure on the housing of the working classes; and, secondly, as the sanctioning authority, under the Metropolis Management Act, 1855, for loans required by the councils of the metropolitan boroughs for the purposes of Parts II. and III. of the Housing of the Working Classes Act.

The repayment of moneys borrowed by the Council, whether for purposes of its own expenditure or for lending to the borough councils, is limited by its annual Money Acts to 60 years, and the Committee therefore approached the Treasury with the view of obtaining their support to an application to Parliament for the necessary amendments in the Money Act of 1904, to enable the Council to take advantage of the extension of period authorised by the general Act of 1903, both as regards its own expenditure and loans to the borough councils. On 9th February, 1904, they presented to the Council a copy of the letter which was sent to the Treasury by their direction and of the Treasury reply thereto. The Treasury intimated that they were not prepared to sanction any extension of the existing period of 60 years so far as the cost of the erection of buildings is concerned, but that, subject to the consent of Parliament to the necessary amendments in the Council's Annual Money Act, they proposed to sanction generally the period of 80 years for expenditure by the Council, and for loans by the Council to metropolitan borough councils, in respect of the acquisition of freehold sites for working-class dwellings, provided that the instalment system of repayment were adopted.

The Committee reported to the Council, when presenting this correspondence, that the extension of the period was of little value if thus restricted to the cost of sites; and, further, that they regarded the annuity system of repayment, in its effect of equalising the debt charge throughout the whole of the loan period, as an important factor in the Council's accounts of working-class dwellings, towards securing that the erection of these dwellings shall not impose any charge on the rates. They stated that the accounts were judged as commercial accounts, and that they thought the annuity system of repayment was, under the circumstances, the right one. They accordingly made further representations to the Treasury as regards the removal of the restriction as to the method of repayment, and also directed attention to the distinction drawn by the Select Committee of 1902 between the housing which is voluntarily undertaken by local authorities under Part III. of the Housing of the Working Classes Act, and the duty of rehousing which is cast upon them by statute, and expressed the hope that the Treasury might reconsider the question of the extension of the period as regards buildings erected for rehousing persons under statutory obligation, even if they were not prepared to reconsider the term for buildings under Part III.

The reply of the Treasury, received just before the end of the period covered by this report, was to the effect that they regarded the period of 60 years as the longest which could under any circumstances be considered justifiable for building loans, but as regards the method of repayment of loans for the acquisition of freehold land, they agreed to waive the condition that the extension of the period to 80 years should be accompanied by the adoption of the instalment system of repayment.

The Committee have already expressed doubt whether the very limited advantage of the extension from 60 to 80 years of the period for repayment of the cost of freehold land only would justify the Council in disturbing its present financial arrangements in order to provide funds with a currency of 80 years for so small a part of its expenditure.

Income tax.

The Committee, in their last annual report, stated that they had raised the question with the Inland Revenue authorities whether the Council is entitled to retain, out of the income tax deducted from dividends paid to holders of Metropolitan and London County Consolidated Stocks, an amount equal to the tax paid under Schedule A on the annual value of property in its own occupation, having regard to the fact that such property has been paid for out of money raised by loan and, equally with income-producing property, forms part of the security for the money borrowed. In the case of private individuals the law makes no distinction between mortgaged property which produces rent to the owner and mortgaged property in which the owner resides and which is therefore incapable of producing actual income to him. In both cases the owner, when paying interest to the mortgagee, is entitled to deduct and retain tax upon the interest, because he has already paid the tax under Schedule A on the full annual value of the property either by allowing it to his tenant or directly to the tax-collector.

This question was raised by the Council on the account rendered to the Inland Revenue Commissioners by the comptroller in respect of tax for the year ending 31st March, 1901, by a deduction and retention of the amount to which, according to the advice of counsel, the Council is entitled. An Information by the Attorney-General against the Council was filed on 9th June, 1903, and this was followed on 22nd June by Interrogatories to be answered on behalf of the Council. An Answer to the Interrogatories, under the advice of counsel, was duly delivered, and certain correspondence ensued. At the end of the year now under review the Committee were waiting for the case to come before the High Court, and they have taken all necessary steps to protect the Council's interests.

London County Consolidated Stock.

Disbursements on capital account of considerable magnitude upon tramways, street improvements and other works have necessitated the provision of capital moneys by the issue of stock and, temporarily, by London County Bills.

At the commencement of the year under review the Council's capital account was overdrawn, notwithstanding the fact that during the latter part of the year 1902-3 it had been strengthened by issues of London County bills amounting to £2,000,000, and later by temporary loans to the extent of £300,000. It was therefore necessary to proceed at once with an issue of stock, and in April £5,000,000 of Three per cent. London County Consolidated stock was issued at a fixed price of £95 10s.

Applications for the stock, which numbered 2,112, amounted to £11,390,800. As upon the last occasion of an issue of stock at a fixed price, special consideration was given to the small sub-

scriber in allotting the stock, applicants for amounts of £100 and under receiving allotment in full. Applicants for over £100 and up to £250 received £100, and those applying for over £250 received about 43·5 per cent. of the amount they applied for.

The proceeds of the issue were appropriated to meet capital expenditure and loans as under—

1902-3 (not raised in loans of 1902)	...	...	...	£2,797,501 19 8
1903-4 (part)	...	...	...	1,932,176 19 1
				<hr/> £4,729,678 18 9 <hr/>

London County Bills.

Tenders were invited in November, 1903, by public advertisement for London County bills to the nominal amount of £500,000, with a six months' currency. The rate of discount at which the bills were allotted worked out to £3 19s. per cent. per annum. In February, 1904, a further issue of £500,000 bills was made, the average rate of discount being £2 19s. per cent. per annum.

At the end of the financial year, therefore, the Council had £1,000,000 of bills outstanding.

Temporary investment of surplus cash.

Owing to the largeness of the Council's monetary operations it frequently happens during the year that the cash balance is in excess of the Council's immediate requirements, and the Council must lay out that money temporarily, but it can seldom earn a rate equal to that which it is paying on the loan which provides the excess. During the year 1903-4 the Committee have been able to invest such surplus money at a somewhat better rate of interest than that allowed by the Council's bankers upon the cash balance. The total amount of interest earned by these temporary investments during the year was £15,349 3s. 11d. In addition to this the Council received from the London and Western Bank the sum of £6,990 13s. 1d. for interest on current balances.

County rate.

The county rate levied during the year was 16·75d. on the parishes outside the City area, and 14·125d. on the parishes in the City, as compared with the following rates levied in previous years, viz.—

		Rate for parishes outside the City.		Rate for City parishes (i.e., figures in previous column, less special rate levied outside the City).
		d.		d.
1889-90	...	12·53	...	10·63
1890-1	...	13·25	...	11·125
1891-2	...	11·75	...	9·50
1892-3	...	12·50	...	10·10
1893-4	...	13·00	...	10·70
1894-5	...	14·00	...	11·65
1895-6	...	15·00	...	12·60
1896-7	...	15·00	...	12·70
1897-8	...	14·00	...	11·75
1898-9	...	14·00	...	11·60
1899-1900	...	13·50	...	11·50
1900-1	...	14·50	...	12·25
1901-2	...	15·00	...	12·375
1902-3	...	15·50	...	12·875

The estimated expenditure on which the rate of 1903-4 was based was equal to a rate of 20·42d. in the pound, comprising 16·83d. for the net cost (after deducting receipts in aid) of the services of the Council, and a sum equivalent to 3·59d. for services of local authorities paid out of the county fund (*e.g.*, grants to guardians in respect of indoor paupers, pauper lunatics, poor law medical expenses, etc., and to borough councils towards salaries of sanitary officers, registration expenses, etc.). Towards this total of 20·42d. the receipt from the exchequer contributions was estimated to yield an amount equal to 3·23d. in the pound, and local indirect taxes (licence fees, etc.) an amount equal to 31d. in the pound, leaving an amount equal to 16·88d. in the £ to be raised by rate. The rate made was 16·75d., leaving 13d. to be provided out of balances in hand.

A penny rate over the whole county produced to the Council in 1903-4 a sum of about £169,000, and over the county excluding the City about £148,000.

The debt of the Council.

The position of the Council's debt on the 31st March, 1904, was as follows—

		£	s.	£	s.	d.
Gross Debt Outstanding—31st March, 1904—						
Consolidated Stock <i>at par value</i> (including £2,529 4s. 4d. unclaimed for ten years)	...	58,761,637	13 11			
London County Bills outstanding on 31st March, 1904	...	982,738	15 5			
Liabilities of former Counties of Middlesex, Surrey and Kent	...	143,372	9 -			
Balance of advances to Capital Accounts from Consolidated Loans Fund under 49 and 50 Vict., c. 44, s. 18; and subsequent Money Acts	...	854,166	19 1			
Debit balance of the General Capital Account on 31st March, 1904, to be made good by a further issue of stock	...	389,165	7 11			
				<hr/>	61,131,081	5 4

Assets—

Loans advanced to other authorities and outstanding—				£	s.	d.	£	s.	d.
Managers of the Metropolitan Asylum District, Metropolitan Borough Councils, Guardians, and other authorities	...	...	...	15,870,204	14	1			
School Board for London (these liabilities to be transferred to the Council on 1st May, 1904)	...	...	...	8,969,256	-	-			
							24,839,460	14	1
Loans advanced to sundry persons under the Small Dwellings Acquisition Act, 1899, and outstanding...	...	...	...				944	15	10
Balance of principal contained in annuities receivable from—									
Tottenham and Wood-green Joint Drainage Committee, under 54 and 55 Vict., cap. ccv.	...	...	...	29,368	16	4			
Willesden Urban District Council, under 59 and 60 Vict., cap. ccxlvii.	...	...	...	4,883	6	11			
Middlesex County Council under award of Commissioners in respect of debts of former County of Middlesex	...	...	...	55,842	1	1			
East Ham District Council, under 60 and 61 Vict., cap. cclii.	...	...	...	743	15	-			
Croydon Corporation, under 3 Ed. VII., cap. clxxxvii.	...	...	...	7,693	3	2			
							98,531	2	6
Surplus Land and Property, as estimated	...	...	...				4,579,553	-	-
Balances of Consolidated Loans Fund—									
Other Accounts in debit as above	...	...	...	854,166	19	1			
Cash balance	...	...	...	156,593	3	8			
							1,010,760	2	9
								30,529,249	15 2
Net liability, after deducting assets, on 31st March, 1904—									
Unremunerative	...	...	...	...	...	...	25,992,945	7	-
Remunerative	...	...	...	...	...	...	4,608,886	3	2
								£30,601,831	10 2

As compared with the previous year there is an increase in the net debt of £1,902,007, and an increase of £13,038,569 as compared with the net debt taken over on 21st March, 1889, from the late Metropolitan Board of Works and the former counties of Middlesex, Surrey, and Kent, which together amounted to £17,563,262. In making this comparison, however, allowance must be made for the net debt in respect of remunerative purposes, amounting to £4,608,886. The increase of net debt for unremunerative purposes over the net debt of 1889 is £8,429,683, and it is interesting to note that, owing to the rise in rateable value, the rate in the pound in respect of the net debt for 1904-5 is only '89d. more than it was in 1889-90 (viz., 8·71d. as against 7·82d.).

Appropriations for redemption of debt.

The appropriations for redemption of debt (see Appendix B), set aside by the Council and its predecessors from 1869, amounted at the close of the year to a total of £30,529,250, including the estimated value of surplus lands, viz., £4,579,553. The amount of cash received into the fund during the year 1903-4 was made up as follows—

	£
Raised in rate for repayment of debt	664,892
Transferred from accounts of tramways, dwellings, etc., for repayment of debt	82,495
Instalments in repayment of loans advanced to local authorities	1,130,550
Sales of land, etc., less expenses	388,305
Miscellaneous receipts	17,242
	£2,283,484
Add—Balance in hand at beginning of year	108,356
	£2,391,840

This money was applied as follows—

	£
Loans to local authorities...	2,175,996
Advances to the Council's capital accounts for short period purposes (to be repaid with interest before the redemption dates)	30,859
Repayment of debt (exclusive of £64,189 repaid on account of advances to the Council's capital accounts)...	28,392
	£2,235,247
Balance at close of year	156,593
	£2,391,840

Debt of London.

A return has been prepared by the statistical officer and circulated to members of the Council showing the debt of London as a whole on 31st March, 1903, the total amounting to £57,932,101.

The following table gives a comparison of the debt of the various classes of local authorities in the three years, 1901, 1902 and 1903—

	March, 1901.	March, 1902.	March, 1903.
	£	£	£
London County Council (net debt)	24,813,694	27,188,649	28,699,824
School Board for London... ..	10,430,868	10,748,463	11,052,799
Metropolitan Asylums Board	2,476,613	2,719,044	3,483,203
Metropolitan Police Receiver (proportion)	281,363	255,069	245,824
City Corporation and Metropolitan Borough Councils	8,031,636	8,995,919	9,941,396
Poor Law Guardians, Sick Asylum District Managers and School District Managers	3,875,855	4,328,599	4,509,055
	£49,910,029	£54,235,743	£57,932,101

The rateable value of London on 31st March, 1903, was £40,088,889, hence the total debt in March, 1903, was equal to 1·44 years' purchase of its rateable value. The above amounts are exclusive of the debt of the City Corporation, secured upon its special funds.

It should be mentioned, however, that a considerable portion of the present debt is in respect of undertakings which do not involve a charge on the ratepayer.

The following table shows the total debt divided between debt borrowed for services, the cost of which is charged wholly upon the rates; for services from which some revenue is derived but which involve some charge upon the rates, viz., baths and washhouses, cemeteries, underground conveniences, and electric-meter, gas-meter, and weights and measures testing-stations; for works departments, the charge in respect of which is met by a percentage addition to the cost of the work executed, such cost being met mostly out of capital money, does not constitute a charge upon the rates; and services not usually involving a charge upon the rates, viz., tramways, workmen's dwellings, electric lighting and small holdings—

	Amount.	Number of years purchase of rateable value.
	£	
Services the cost of which is wholly charged upon the rates	49,806,010	1·24
Revenue-producing services involving some charge upon the rates	1,531,326	·04
Works departments	100,564	·00
Revenue-producing services not involving a charge on the rates	6,494,201	·16
Total	57,932,101	1·44

Loans sanctioned.

During the year the Council, in its capacity as the sanctioning authority for loans to metropolitan borough councils under the Metropolis Management Act, 1855, and the Acts amending and extending the same, has given its sanction to 150 loans, amounting to £1,240,571, for the following purposes—

No.	Purpose.	Amount.
		£
34	Paving works	271,426
6	Sewerage and drainage works	10,315
29	Street improvements (including bridges)	144,055
7	Town halls, offices, etc.	75,402
13	Depots, wharves, docks, stables, workshops, etc., and disposal of dust	152,701
3	Parks and open spaces	8,377
35	Electric lighting (including meters and street lighting)	248,701
	Schemes under the Housing of the Working Classes Act, 1890—	£
2	Part II.	10,234
18	Part III.	313,905
		324,139
2	Mortuaries	3,055
1	Repayment of outstanding loan	2,400
150		£1,240,571

A schedule (Appendix C) is appended to this report showing the amount of loans sanctioned by the Council each year from 1st April, 1889, for various purposes.

Under the London Government Act, 1899, the borough councils have the right of appeal to the Local Government Board if the Council refuses, or unreasonably delays, its sanction to loans, but no such appeal has been made by any borough council during the year.

Loans advanced.

Under some of the sanctions given during the year as recorded in the foregoing paragraph, or under sanctions similarly given in prior years, also under sanctions given in other cases by the Local Government Board or other Government department, the Council, which is the generally recognised body to whom local authorities in the county apply for the advance of loans which they may require, has advanced during the year the following loans—

				Number of loans.	Amount.
					£
Metropolitan Borough Councils	...	...	...	152	1,136,003
Boards of Guardians	...	...	...	29	214,609
School Board for London...	...	...	...	4	600,000
Metropolitan Asylums Board	...	...	...	2	219,384
Other local authorities	...	...	...	1	6,000
Total	...	...	...	188	£2,175,996

being five more in number, but £915,963 less in amount, than those of the previous year. There was a considerable falling off in the amount advanced to the Metropolitan Asylums Board, but the amount borrowed by that body in 1902-3 was abnormally large by reason of heavy expenditure upon smallpox accommodation. All the loans referred to above were advanced out of the Sinking Fund.

The rate of interest charged by the Council upon these loans (with the exception of those to the School Board and Asylums Board) was increased in October, 1903, from $3\frac{1}{2}$ to $3\frac{3}{4}$ per cent. The rate of interest depends in the main upon the rate at which the Council itself can borrow money, and in view of the state of the money market and the general financial outlook, it was considered that $3\frac{1}{2}$ per cent. could no longer be regarded as a sufficient rate to safeguard the Council against loss upon its loan transactions. It must be borne in mind that it is necessary for the Council to charge something beyond the bare cost in interest of the money raised by the issue of stock, in order to cover expenses of managing the loan business and risks of loss on the re-investment of the annual instalments of these loans as they come back to the Council. The rate of $3\frac{3}{4}$ per cent. was found to be fully justified when the Council came to make its next issue of stock.

In November, 1893, the Treasury, after some lengthened correspondence with the Council, agreed to allow loans on the annuity system to run for the same period as loans on the instalment system. The two methods of repayment therefore receive precisely the same treatment at the hands of the Council, and it is interesting to note the following figures in this connection as showing the variations in the number of applications under each method of repayment—

Year.		On Instalment system.				On Annuity system.				Total.	
		No.	Amount.	Percentage of total.		No.	Amount.	Percentage of total.		No.	Amount.
				No.	Amount.			No.	Amount.		
			£				£				£
1894-5	...	78	1,311,905	63	84	46	244,450	37	16	124	1,556,355
1895-6	...	67	1,311,589	63	78	39	361,700	37	22	106	1,673,289
1896-7	...	83	1,470,845	63	76	48	463,981	37	24	131	1,934,826
1897-8	...	87	1,364,450	68	77	41	411,965	32	23	128	1,776,415
1898-9	...	68	1,157,595	55	60	56	756,027	45	40	124	*1,913,622
1899-1900	...	72	1,172,525	59	68	51	559,766	41	32	123	1,732,291
1900-1	...	97	1,625,631	58	64	71	915,823	42	36	168	2,541,454
1901-2	...	131	2,263,658	65	76	70	711,920	35	24	201	2,975,578
1902-3	...	126	2,537,256	69	82	57	554,703	31	18	183	3,091,959
1903-4	...	123	1,688,156	65	78	65	487,840	35	22	188	2,175,996

The figures of the last few years show a marked preference for the instalment system under which the interest charge diminishes every year.

Superannuation and Provident Fund.

The number of contributing members to the Superannuation and Provident Fund has increased during the year from 2,604 to 2,712, the latter number being about 85 per cent. of what may be termed the permanent general staff of the Council, the remaining 15 per cent. being entitled

* Abnormally increased by £127,025 owing to the reborrowing by guardians for extended periods of repayment.

to pension under the Superannuation Act of 1886 and other Acts. The latter figure does not include special services such as the Fire Brigade and Asylums. The Council's contribution (including the service of the Technical Education Board and two officials of the Asylums Committee) in 1903-4 amounted to £8,246 1s. 3d., as against £7,520 7s. 3d. in the year 1902-3, or more by £725 14s. As the Council's contributions are payable only in the case of retirement after attaining 65 years of age or earlier through ill-health, and in the case of death, it has been the practice when a contributor leaves from any other cause to return the Council's contributions to the county fund. The total amount thus returned for 1903-4 was £1,346 19s. 8d., or £399 10s. 5d. more than in the previous year. It will thus be seen that the actual demand upon the Council in respect of contributions has been £326 3s. 7d. more than that of the former year. The total number of withdrawals during the year was 160, and in only 37 of these cases were the Council's contributions paid to the retiring contributor or his representatives.

The corpus of the fund at the end of the year amounted to £107,785 10s. 5d., and the investments held at that date consisted of £18,743 14s. 8d. of 3 per cent., and £13,487 4s. 2d. of $2\frac{1}{2}$ per cent. Metropolitan Consolidated Stock, £27,056 1s. 5d. of $2\frac{1}{2}$ per cent. and £33,673 10s. 3d. of 3 per cent. London County Consolidated Stock, £10,167 13s. 2d. of India $2\frac{1}{2}$ per cent. Stock, and £3,974 3s. 6d. of 3 per cent. Local Loans Stock.

Small Dwellings Acquisition Act.

On 29th July, 1902, the Council referred it to the Finance Committee to consider all applications for loans under the provisions of the Small Dwellings Acquisition Act, 1899, and to report to the Council in all cases in which an advance might be made.

Under the provisions of the Act a local authority for any area may advance money to a resident occupier in any house within the area, being freehold, or leasehold of at least 60 years unexpired, for the purpose of enabling him to acquire the ownership of that house, provided its value as a freehold does not exceed £400. No advance under the Act may exceed four-fifths of the market value of the house, nor £240, or, in the case of a fee simple or leasehold of not less than 99 years unexpired at the date of purchase, £300. The local authority is enabled to borrow money, and to lend it to the resident occupiers at interest not exceeding 10s. per cent. above the rate at which the local authority can at the time borrow money from the Public Works Loan Commissioners for the advance, or at any lower rate. But it is provided that if in any financial year the expenses of a local authority under the Act exceed its receipts by a sum equal to a half-penny rate, no further advances can be made for five years; and if at the end of such five years the expenses then exceed such sum, no further advance can be made until they fall below that sum. The local authority before making any loan has to be satisfied (a) that the applicant is or intends to be within six months resident in the house, and is not already the proprietor of a house acquired by means of an advance under the Act not yet fully repaid with interest, (b) as to the value of the house, (c) as to the title, (d) as to the sanitary condition and state of repair, and (e) that the repayment to the local authority of the advance is secured by deeds vesting the ownership in the local authority. The Act also sets out specifically the conditions on which a house acquired under the Act is to be held, and the circumstances under which the local authority may take possession in the event of the violation of those conditions. Every advance must be repaid with interest within such period, not exceeding 30 years, from the date of the advance, as may be agreed upon.

The local authority under the Act in London is primarily the London County Council, but any sanitary authority, *i.e.*, the City Corporation and the metropolitan borough councils, may resolve to adopt the Act, and thereupon the sanitary authority takes over the Council's powers, rights and liability under the Act, and becomes the local authority within its own area. The following sanitary authorities have adopted the Act—the City Corporation, and the councils of the metropolitan boroughs of Camberwell, Fulham, Hackney, Hammersmith, Hampstead and Woolwich. No loans for the purpose of making advances were sanctioned by the Council as regards any of these borough councils during the year 1903-4.

The Council, on 29th July, 1902, adopted regulations respecting applications for advances, and approved a scale of fees to be charged to applicants. Loans are advanced only in multiples of £10, and for terms of 10, 15, 20, 25 and 30 years. Repayment of the money advanced may be made by equal weekly, monthly, quarterly or half-yearly instalments, the interest payable upon the outstanding amount of principal at the last day of each quarter being the interest for the next ensuing quarter; or repayment may be made, on the annuity system, by equal weekly, monthly or quarterly payments of principal and interest combined.

The Council has made five advances, of the total amount of £960, interest being charged at $3\frac{3}{4}$ per cent. Of this sum £944 15s. 10d. was outstanding on 31st March, 1904.

WELBY,
Chairman.

REPORT OF THE BRIDGES COMMITTEE

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees were as follows—

Chairman—J. E. Sears.

Vice-Chairman—B. S. Straus.

Allen, A. A.	Gaskell, T. P.	Smith, J.
Bawn, W. B.	Glanville, H. J.	Steadman, W. C.
Campbell, C. H.	Gosling, H.	Taylor, H. R.
Collins, S.	Parkinson, W. C.	Ward, H.
Crooks, W., M.P.	Phillimore, R. C.	Yates, W. B.
Foster, G.	Sheffield, Lt.-Col. F.	

The Committee are charged with the maintenance of the following bridges over the Thames, namely, Waterloo, Westminster, Lambeth, Vauxhall, Chelsea, Albert, Battersea, Wandsworth, Putney and Hammersmith, and also Deptford-creek-bridge; and the consideration of all questions connected with the provision or construction of new means of transit over or under the Thames, as also of new county bridges. It is also the duty of the Committee to report upon questions relating to the plans of railway bridges for which the approval of the Council is necessary.

Meetings.

During the year the Committee met 23 times, and there were 2 meetings of a sub-committee.

Blackwall-tunnel.

This tunnel was opened to the public on 22nd May, 1897. From returns of the traffic which have been taken since the beginning of 1898 the following yearly averages of passengers and vehicles have been obtained—

	<i>Passengers.</i>						<i>Vehicles.</i>
1898	4,155,890	...	...	335,435
1899	4,310,650	...	...	460,630
1900	4,139,100	...	...	581,445
1901	4,303,350	...	...	766,500
1902	4,599,395	...	...	820,449
1903	4,148,590	...	...	862,843

It will be observed that while the number of passengers using the tunnel has not varied greatly, the number of vehicles has continuously increased, and there is every prospect of this increase being maintained as the land on the south side of the river Thames becomes more developed.

In our last annual report we drew attention to a settlement of the electric lighting station at Blackwall-tunnel, caused by the undermining of the station owing to the peaty subsoil being set alight by cinders from the furnaces. The accounts for underpinning the building have been submitted by the Works department, and show that the value of the work at schedule prices amounted to £3,431 10s. 7d., while the actual cost was just under £2,870.

During the year the ironwork was repainted for the first time since the opening of the tunnel in May, 1897. The work was carried out under contract at a cost of £440 13s. 11d. The repair of the channels and granite setts of the carriageway has been continued, the sum of £100 having been voted for the purpose.

Greenwich-tunnel.

The circumstances under which the Council undertook the construction of Greenwich-tunnel have been set forth in previous annual reports. The tunnel was opened for public use on 4th August, 1902 (August Bank Holiday), and from periodical returns which have been taken it appears that the number of pedestrians using the new communication from the date of opening until the end of the year 1902 represented an average of about 2,923,330 per annum. The number of pedestrians during the year 1903 amounted to 3,972,843, showing a large increase on the figure for the previous year.

The total expenditure sanctioned by the Thames Tunnel (Greenwich and Millwall) Act, 1897, under which the tunnel was constructed, was £70,500, but this amount was found to be insufficient, and powers were obtained by the Council's General Powers Act of 1898 to increase the amount to £155,500, which was made up as follows—

	£.
Works	120,000
Property	5,500
Compensations	30,000

The total cost of works, however, has amounted to about £121,215. This sum includes the payments to Messrs. J. Cochrane and Sons and Messrs. Easton and Co., under their respective contracts for the construction of the tunnel and the installation of electric lifts; the expense of reinstating the portions of Island-gardens used for a time as a contractors' yard, a contribution towards the construction of the subway to North Greenwich Station, and the cost of the plant in connection with the supply of electricity, rendered necessary owing to the Poplar Metropolitan

Borough Council finding itself unable to supply current in accordance with its agreement with the Council. The two last items, which are estimated at £350 and £1,650 respectively, were not contemplated when the estimates for the tunnel were prepared, and more than account for the excess of £1,215 over the amount of the original estimate.

The Council, on 30th April, 1901, accepted the offer of the Poplar Metropolitan Borough Council to supply electric current for lighting the tunnel and working the lifts at the rate of 1·8d. per unit. After the completion of the lifts, however, it was found that the borough council was unable to supply sufficient current for working them. This was apparently due to the fact that after the date of the offer the number of customers on the circuit from which the supply would have been obtained very largely increased. We were informed, however, that the borough council contemplated laying down extra plant which would enable it to provide the necessary supply of power for the Council's purposes, and we deferred taking any action in the matter for a time. No definite information was forthcoming as to the decision of the borough council, and as much disappointment was felt by persons using the tunnel that the lifts, although completed in November, 1902, could not be worked, we opened negotiations with the London Electric Supply Corporation, and also invited the borough council to submit a fresh tender. The tender of the borough council, if accepted, would have necessitated an expenditure of £3,000 for the provision of a battery and apparatus for charging; and the annual cost of maintenance, electricity, interest and redemption of capital outlay was estimated at £1,560, whereas the tender of the London Electric Supply Corporation, which provided for the supply of current for lighting purposes at the rate of 2d. per unit and 1½d. per unit for power, involved a capital outlay of only £1,650, and an annual expenditure of about £1,375. The offer of the corporation was therefore accepted. Subsequently the corporation offered to reduce the charge for lighting from 2d. to 1·8d. per unit on condition that the lifts were not worked on Sundays, and as this offer was advantageous to the Council it was accepted. The work of laying down the plant required was at once put in hand, and the lifts started running on 26th January, 1904. We have considered the question of the hours during which the lifts are to be kept working, and, as the result of the experience which has been gained, it has been found necessary to have them available for use by the public from 5 o'clock a.m. until 10 o'clock p.m.

We have further considered the claims of watermen for compensation for loss alleged to have been sustained owing to the opening of the tunnel. Claims were received from 95 men, and the Council has agreed to pay compensation amounting in all to £3,065 in 38 cases. In addition, compensation amounting to £560 has been paid to certain of the staff of Greenwich-ferry whose occupation was lost when the ferry service was discontinued owing to the opening of the tunnel. Several of the watermen whom we had refused to compensate applied to the Board of Trade to appoint an arbitrator, and although we could not admit their rights under the Thames Tunnel (Greenwich to Millwall) Act, 1897, to make such an application, we did not oppose it. The Hon. Alfred Lyttleton, K.C., was nominated by the Board for the purpose, but, upon his becoming Secretary of State for the Colonies, Mr. Edward Tindal Atkinson, K.C., was appointed in his place. The arbitration has been held, but the award has not yet been issued.

Rotherhithe-tunnel.

This tunnel is being constructed under the powers conferred upon the Council by the Thames Tunnel (Rotherhithe and Ratcliff) Act, 1900, and an expenditure of £2,198,250 is authorised by the Act for the purpose. The tunnel will be about 1¼ miles long, and will connect Commercial-road East on the north side of the river Thames with Lower-road, Rotherhithe, on the south. The external diameter will be 30 feet, or 3 feet more than Blackwall-tunnel. The width of the thoroughfare will be 25 feet 4 inches, which is divided into a carriageway 17 feet wide and two footways of a width of 4 feet 2 inches each. The headway above the carriageway will be 18 feet 6 inches at the centre and 15 feet 7 inches at the channels. There will be four vertical shafts, the first situated on the site of Dodd's-place, Rotherhithe, the second on the river frontage near the entrance to the Surrey Commercial-docks, the third on the river frontage between Shadwell Fish-market and the entrance to the London-docks, and the fourth in Broad-street, Ratcliff, and at each of these shafts staircases will be provided, giving entrance to and exit from the tunnel. Between the entrance to the tunnel and the nearest shaft on each side of the river the work will consist of open approach and cut-and-cover, the remainder of the work of constructing the tunnel being carried out by means of a shield. In addition to the actual construction of the tunnel, street widenings will be undertaken at Horseferry-branch-road, Broad-street, Medland-street, Butcher-row, Collingwood-street and Rose-lane on the north side, while on the south Adam-street will be widened and extended to Brunel-road. The work of extending Adam-street to Brunel-road has already been carried out by the Works Department, at a cost of about £4,865. The total amount of the vote for works is £1,340,000, and it is anticipated that the expenditure of this sum will be spread over a period of seven years, as follows—1904-5, £150,000; 1905-6, £250,000; 1906-7, £330,000; 1907-8, £220,000; 1908-9, £220,000; 1909-10, £160,000, and 1910-11, £10,000. For the work of construction of the tunnel the Council has entered into a contract with Messrs. Price and Reeves, amounting to £1,088,484 16s. 1d., and the work will shortly be commenced.

A sum of £846,750 has been voted by the Council for the acquisition of property in connection with the construction of the tunnel, and up to the present time £377,707 of this amount has been expended.

The demolition of property to enable the construction of the tunnel to be proceeded with depends entirely upon the progress made with the scheme for rehousing the persons of the working classes displaced. Accommodation has to be provided for 1,135 persons on the north side of the river

and 1,707 on the south. Rehousing sites have been provided on the north side in Ropemakers'-fields and London-street, Ratcliff, which will accommodate 340 and 1,028 respectively. The dwellings on the former site which are in course of erection will probably be finished in August next, and steps are being taken to expedite the erection of dwellings on the London-street site.

On the south side dwellings have been erected on the Swan-lane site to accommodate 600 persons, and accommodation for a further 670 is in course of erection on this site. The Clarence-street site, which was unsuccessfully offered for letting by auction, and is now being dealt with by the Housing of the Working Classes Committee, will provide for 210 persons, and the Albion-street site for 250 more.

Section 56 of the Thames Tunnel (Rotherhithe and Ratcliff) Act, 1900, entitles licensed watermen and lightermen to compensation in respect of any pecuniary loss which they may sustain owing to the opening of the tunnel, but stipulates that men intending to submit claims shall give notice of their intention within six months of the passing of the Act. Over 250 men have given notice of their intention to claim compensation under this section, and their claims will be dealt with after the tunnel has been opened for traffic.

Woolwich-ferry.

This ferry was opened to the public in 1899, and the following tabular statement shows the number of passengers and vehicles carried by the ferry boats since the opening of the ferry—

Year.	Passengers.	Vehicles.	Year.	Passengers.	Vehicles.
1889 (5 months)	1,628,777	67,614	Brought forward...	30,415,670	2,046,188
1890	4,470,354	192,830	1897	4,348,080	378,405
1891	3,981,976	230,362	1898	4,540,349	383,583
1892	3,753,144	254,960	1899	4,691,964	402,894
1893	3,495,362	261,462	1900	5,319,070	437,961
1894	4,385,799	317,084	1901	5,444,851	474,791
1895	4,280,969	337,420	1902	5,341,792	349,367
1896	4,419,289	384,456	1903	4,961,445	478,168
Carried forward...	30,415,670	2,046,188	Total.	65,063,221	4,951,357

It will be observed that while the number of passengers carried during the past year (1903) has fallen slightly, when compared with the three previous years the number of vehicles is the largest recorded in any year.

From time to time our attention has been called to the stoppage of the ferry boats owing to fog, and we have received deputations urging the construction of a footway tunnel to remedy the cause of complaint, but up to the present we have not felt able to recommend the Council to undertake the work. During the present session of Parliament a bill, known as the North and South Woolwich Electric Railway Bill, was introduced. By this bill power was sought for the construction of a railway in the vicinity of the ferry to connect the banks of the River Thames. In view of the large amount of compensation (nearly £30,000) which the Council was compelled to pay to the owners of the existing private ferry when the free ferry was established, we were of opinion that the bill should be opposed unless the promoters were prepared to guarantee not to oppose any application by the Council to Parliament for power to construct a tunnel or tunnels under the river in the neighbourhood, and also that they should not be entitled to compensation in the event of the Council deciding to proceed with such a proposal. When the bill was considered by Parliament clauses on these lines were inserted for the Council's protection. The bill was subsequently withdrawn on 21st March, 1904.

Vauxhall-bridge.

During the year 1903-4 Messrs. Pethick Brothers have completed their contract for the removal of the old bridge, diversion of sewers and the construction of the new piers and abutments. The amount of Messrs. Pethick's tender was £165,434 16s. 4d., but the Council on 29th July, 1902, approved of the payment of £10,933 to the contractors in settlement of their claim for extra work not anticipated when the estimate, specification and plans were prepared. This further payment increased the contract amount to £176,367 16s. 4d. We are pleased to be able to report, however, that the work under this contract has been carried out at an actual cost of £10,112 9s. 5d. less than the contract amount.

Having regard to the approaching completion of the piers and abutments of the new bridge, it became necessary to settle the plans for the superstructure. As we stated in our last annual report, the proposal to erect masonry arches had to be abandoned as this method of construction did not permit of compliance with the provisions of the Vauxhall-bridge Act, 1895, with regard to the headways of the spans. The design for a steel superstructure, as to the artistic features of which the architect was consulted, was prepared by the chief engineer, and approved by the Council on 19th May, 1903. This design consists of a segmental arch structure, the steelwork being carried through continuously from end to end, the masonry piers being used as supports only and not carried up to form a decorative feature above the point of support. The elevation of the bridge will be finished by a high metal balustrade, and over each of the piers the line will be broken by panels with figures in relief. The design also included the erection of pylons at the Westminster

end of the bridge, but we did not feel prepared at the time to recommend the Council to adopt this feature of the design, and we shall submit a special report on the subject at a later date. The Westminster abutment was designed to allow of the possible extension of the embankment along the river, but at a later date we reported that we had deferred consideration of this part of the design, which was estimated to cost £4,690. The amount of the vote sanctioned for the superstructure was £192,690.

Tenders were obtained for the superstructure, and as a result the Council accepted that of Mr. C. Wall, amounting to £142,942 9s. 5d. The order to commence the work was given to the contractor on 1st January, 1904, and under the terms of the contract the work should be finished within two years from that date.

Lambeth-bridge.

The continued deterioration of Lambeth-bridge rendered it absolutely necessary, in our opinion, that steps should be taken without delay to secure Parliamentary powers to reconstruct it. As long ago as 1887 the bridge was reported by Sir Benjamin Baker to be in a dangerous state, and steps were taken to strengthen it. Since that time its use has been restricted in such a manner as to ensure the public safety, the result being, however, to cause some inconvenience to a large number of persons, and congest the vehicular traffic on adjacent bridges. At the time when the London County Council (Improvements) Bill, 1900, which authorised the carrying out of the Westminster improvement scheme, was before Parliament, the reconstruction of the bridge was admitted to be a necessity, and it was anticipated that a bill for this purpose would be introduced within a short time after the passing of the above-mentioned bill. The levels of the Westminster improvement, which extends to the bridge approach, and the levels of the bridge itself are dependent on each other. The reconstruction of the bridge in accordance with the requirements of the Thames Conservancy will necessitate raising the approach at the junction of Grosvenor-road, Horseferry-road and Millbank-street, to the extent of nearly 11 ft., but the highest level authorised by the Act sanctioning the improvement is 6 ft. less at the same point. If the development of the surplus lands of the Westminster improvement be proceeded with at the present authorised level, it is obvious that when the bridge is reconstructed the levels will have to be altered, and it is estimated that this will involve the Council in the loss of a capital sum of £200,000, which might be avoided by the Council seeking, in the next session, powers to rebuild the bridge, and would in effect be a set-off against the cost of the bridge.

Another reason for the early reconstruction of the bridge is that the Vauxhall temporary bridge, which now accommodates the traffic diverted from Vauxhall-bridge, is to serve a similar purpose in connection with Lambeth-bridge, and as this temporary bridge is an obstruction to the navigation of the river, it is desirable that it should be removed with as little delay as possible. In view of the reasons given, we submitted in July, 1903, a recommendation to the Council to obtain Parliamentary powers to undertake the reconstruction of the bridge with a width of 60 ft., which we were of opinion would be sufficient for all purposes. The estimated cost of the work amounted to £872,000, made up as follows—

	£	£
New bridge	350,000	
Embankment wall and paving wharf area ...	30,000	
Subway to Hydraulic Power Company's premises	5,000	
Approaches	25,000	
Design and supervision	10,000	
Contingencies	42,000	
	<hr/>	462,000
Acquisition of property (gross)		410,000

The Council, however, did not agree with the necessary suspension of standing orders to enable our recommendation to be considered at that time of the year. An inspection has since been made of the main girders of the bridge with the view of ascertaining whether it is possible to check the rapid deterioration of the metal. The inspection has revealed a very unsatisfactory condition of affairs, and it has been found necessary to further restrict the use of the bridge by the public. Temporary measures are now being taken to preserve the ironwork.

Albert-bridge.

During the year the repaving of Albert-bridge was undertaken by Messrs. W. Griffiths and Company, Limited, at a cost of £989 8s. 6d., which included a bonus of £50 paid to the contractors for completing the work in two days less than the period of fourteen days specified in the contract.

Chelsea-bridge.

The repainting of this bridge, which had been postponed owing to the withdrawal of the lowest tenderer after his tender had been accepted, was subsequently undertaken last year. Fresh tenders were invited, and that of Mr. P. McCarthy, amounting to £1,617 14s. 4d., accepted. An additional expenditure of £163 10s. was authorised for regilding work, the amount of the tender being thus increased to £1,781 4s. 4d. We are pleased to be able to report, however, that there was a saving in the actual cost of the work of £180 15s. below the amount of the tender.

Before the repainting of the bridge was undertaken, it was necessary that the asphalt footways, which were in very bad condition, should be repaired. This work was carried out by the Works Department, at a cost of £410 18s. 9d.

Waterloo-bridge.

The wood paving of the carriageway of Waterloo-bridge was in a very bad condition, and its renewal was therefore necessary. In view of the importance of the thoroughfare steps

were taken to ensure the work being carried out expeditiously. The repaving was undertaken by the Improved Wood Pavement Company, and completed within seven days. The total cost of the work, including a bonus of £175 for early completion, amounted to £2,205 17s. 3d.

Westminster-bridge.

A new underground place of convenience has been opened by the Lambeth Metropolitan Borough Council at the eastern approach to Westminster-bridge, and the old iron building previously maintained by the Council on the northern side of the eastern approach has been removed.

Bow-bridge.

The reconstruction of this bridge is estimated to cost £19,000, of which the Council and the West Ham Corporation will each contribute £7,000 and the Lee Conservancy Board £5,000. In addition to their contributions towards the cost of the works, the Council has to bear the cost of acquiring the necessary property on the London side of the river Lea, and the Corporation the cost of that on the West Ham side. The old granite bridge, which was 40 feet 6 inches wide, with a semicircular arch only 6·7 feet above Trinity high-water mark at the centre and considerably below that mark at the sides, will be replaced by a steel structure 71 feet wide. The headway of the new bridge will be 8 feet 7 inches at the centre, and only 4 inches less at the sides. The effect of this increased headway will be to remove a serious obstruction to the navigation of the river Lea, especially during times of high water. The contractors for the reconstruction of the bridge are Messrs. J. Cochrane and Sons, whose tender amounted to £17,922. The bridge will be built in two longitudinal sections, the traffic being accommodated on part of the old structure during the construction of the first half of the new bridge, and it will then be diverted on to this portion while the second half is added. The order to commence work was given to the contractors on 29th July, 1903, and under the terms of the contract the works should be finished within eighteen months from that date. Difficulties, however, arose in obtaining the land required on the Stratford side of the bridge, and delay was also caused by the bad weather which has been experienced, and although the work is well started, it is possible that, in consequence of the delays referred to, it will not be finished within the stipulated time.

Bridge over the River Wandle.

For some time past we have been in communication with the Wandsworth Metropolitan Borough Council in regard to the maintenance of the bridge carrying High-street, Wandsworth, over the river Wandle. The borough council alleged that the bridge was a county bridge maintainable by the Council, and produced evidence that the bridge had been maintained by the trustees of the Surrey and Sussex roads under the Surrey and Sussex Roads Act, 1850. Upon the expirations of the trustees' powers the road over the bridge became a highway and we were advised that under the provisions of section 12 of the Act 33 and 34 Vict., cap. 73 the bridge became a county bridge. In the circumstances the Council accepted the responsibility of maintaining the bridge, and we are taking steps for carrying out this duty in the future.

Cat-and-mutton-bridge.

This bridge, which spans the Regent's-canal, connects the Broadway, Hackney, with Goldsmith's-row and Pritchards'-road, Shoreditch, and its reconstruction was authorised by the London County Council (Improvements) Act, 1899. The original estimated cost amounted to £68,500, consisting of £59,400 for property and £9,100 for works. A contribution of £5,000 will be received from the Hackney Metropolitan Borough Council, and the Shoreditch Metropolitan Borough Council will contribute such a sum, not exceeding £17,000, as will, with the contribution from the Hackney Metropolitan Borough Council, make up one-third of the cost. Owing to the fact that when the Council's bill was before Parliament an increased span was insisted upon, the estimate for works has been increased to £11,000. The tender of Messrs. Wilkinson Brothers, amounting to £10,220 11s. 1d., has been accepted, and work was commenced in March, 1903. At the present time (March, 1904) the whole of the masonry has been completed, the steel girders are in position and riveted up, the diversion of all gas and water mains is completed, the paving on the south side of the bridge is nearly finished, and the widened Goldsmith's-row is open to the public. The value of the work done under Messrs. Wilkinson's contract, amounts to £7,500.

Rosemary-branch-bridge.

This bridge spans the Regent's-canal to the westward of Cat-and-mutton-bridge, connecting Bridport-place with Southgate-road, and is crossed by the tramways leased by the Council to the North Metropolitan Tramways Company. The estimate of the cost inserted in the London County Council (General Powers) Act, 1898, which empowered the Council to reconstruct the bridge, was £6,800, but, owing to the expenditure necessary to fulfil the obligation imposed on the Council by Parliament to increase the span, and the extra cost entailed by the requirements of the Canal Company and alterations to enable electrical conduits to be laid, the estimate has been increased to £10,233. The work of reconstruction has been carried out by Messrs. Wilkinson Brothers, and the total cost up to the present time, including supervision, has amounted to £9,458. The Act provides that one-fourth of this amount shall be contributed by the Shoreditch Borough Council and £1,000 by the Hackney Metropolitan Borough Council. The structure of the bridge will be maintained by the Council, but the Shoreditch Metropolitan Borough Council will contribute £12 10s. per annum, while a sum of £100 will be paid by the canal company in consideration of being relieved from contributing an annual sum towards the cost of maintenance.

Bridges altered in connection with the electrification of tramways.

In connection with the electrification of the Council's tramways between the Elephant-and-Castle and New-cross-gate, it was found necessary to reconstruct the bridge carrying the Old Kent-road over the Grand Surrey-canal. The old bridge was 45 feet wide, and considerable opposition was raised by the Camberwell Metropolitan Borough Council to the new bridge being constructed of only the same width. The Council afterwards decided to construct the new bridge with a width of 58 feet, and the borough council agreed to contribute £1,000 towards the cost. The work, which was carried out under contract, has now been completed. The total cost, which cannot be definitely ascertained yet, will, it is estimated, amount to about £6,200. Of this sum the borough council will pay £1,000, £3,325 will be charged to the tramways account, and the remainder to the account of the improvement.

The alterations to the bridges carrying New-cross-road and London-street, Greenwich, over the South-Eastern and Chatham Railway, and the bridge carrying New-cross-road over the London, Brighton and South Coast Railway, which were carried out under contract in connection with the installation of the conduit system of electrical traction on the tramways between New-cross-gate and Greenwich were also completed during the year. The total cost of the work has amounted to about £10,600.

Westbourne-park Railway-bridge.

The Great Western Railway Company is empowered by its Additional Powers Act, 1897, to reconstruct the bridge carrying Great Western-road over the railway at Westbourne-park station, and is required to increase the width of the thoroughfare from 30 ft to 50 ft. upon the Council agreeing to pay one quarter, not exceeding £4,500, of the cost of reconstruction estimated at £18,000, and the Paddington Metropolitan Borough Council one-third, not exceeding £5,833 6s. 8d. The bridge is nearly completed, and as the company has already expended over £19,000, the Council has paid £4,000, leaving the balance of £500 to be paid when the whole of the work shall have been completed.

Thames embankments.

The annual re-metalling of the Victoria-embankment, together with the paving with granite-setts of the cab-rank under Charing-cross Railway-bridge; the substitution of wood blocks for the granite crossings of the side streets between Savoy-street and John Carpenter-street, inclusive; the taking up, redressing and relaying the granite-setts by Westminster-bridge and the Temple-pier; and the repairing of the wood paving at the bottom of Savoy-street, was carried out by the Works department for the sum of £3,549 8s. 10d.

The repairing of the footway of the Albert-embankment was also undertaken by the Works department, and has cost £528 15s. 4d.

Railway bridges.

Railway companies when obtaining powers to construct new lines involving the erection or alteration of bridges in the county are required to submit plans to the Council for approval. Acting under the powers thus conferred, the Council has during the past year approved plans in the undermentioned cases—

London, Brighton, and South Coast Railway—Eccleston-street and Elizabeth-street bridges.

London and South-Western Railway—Broad-street, Park-place, Salamanca-street, Upper Kennington-lane, Whitgift-street, Old Paradise-street, Juxon-street, and Lambeth-road.

London, Tilbury, and Southend Railway—Rounton-road, Campbell-road, and St. Leonard's-street bridges.

Thames floods.

The Council under the powers conferred by the Metropolis Management (Thames River Prevention of Floods) Act, 1879, controls the flood preventing works in London. The length of river within the county is 22 miles, and, as both banks have to be inspected, the Council has control of about 45 miles of river frontage. There are about 1,580 wharves on the banks, and at 470 there are movable tide-boards and gates, the total number of protective works of this description amounting to 1,034. In the past year special surveys of 267 premises have been made, and in 62 cases new works or repairs of existing works have been carried out. The duty of inspecting the protective works along the banks of the river is performed at night time by the Council's inspectors. In five cases in which it was found that the Council's regulations had been infringed, proceedings were taken, and fines and costs amounting to £106 13s. were imposed upon the offenders. These penalties are payable to the Council.

J. E. SEARS,
Chairman.

REPORT OF THE BUILDING ACT COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—Capt. Fitzroy Hemphill.

Vice-Chairman—W. Goodman.

Clarke, C. Goddard	Hardy, G. A.	Taylor, H. R.
Davies, W.	Jephson, H. L.	Waterlow, D. S.
Dew, G.	Lewis, J.	White, E.
Granville-Smith, R. W.	Longstaff, Dr. G. B.	
Greenwood, H. J.	Parker, R.	

Meetings.

The Committee have during the year ended 31st March, 1904, held 39 meetings, at 4 of which the proceedings were governed by the clause in the order of reference which empowers the Committee at certain seasons to act on behalf of the Council in relation to the matters included in such order. There have also been 23 meetings of the Sub-Committee during the year.

BUSINESS OF THE COMMITTEE.

The Committee have to deal with all matters arising out of the London Building Act, 1894, except those relating to the naming and numbering of streets which are dealt with by the Historical Records and Buildings Committee, and also to exercise the powers of the Council under the Factory and Workshop Act, 1901, as regards the provision of means of escape in case of fire from factories, and workshops.

In the administration of the Building Act, care is taken to ascertain the opinion of the local authority concerned with reference to the more important matters coming before the Committee, and to maintain uniformity of action in dealing with the numerous matters arising out of the Act affecting, as they do, the county as a whole. In the circumstances it is inevitable that it should sometimes be impossible to give effect to the representations made by the local authorities, but it is gratifying to be able to state that there have been very few instances in which the latter have seriously protested against the Council's decision.

EXPENDITURE OF COMMITTEE.

The expenditure of the Committee is comprised under the following heads, and the actual sums expended during the financial year ended 31st March, 1904, are appended—

Construction of buildings (control over)	...	...	...	£755
District surveyors' reports (under section 155 of the London Building Act, 1894)	...	...	...	136
Tribunal of Appeal	...	...	...	803
Factories and workshops	...	...	...	3,323
Dangerous structures	...	...	...	7,160
				<hr/> £12,177

A large portion of this expenditure was, however, recovered by the Council, the details being as follows—

Construction of buildings (control over)	...	...	...	£447
Tribunal of Appeal	...	...	...	96
Factories and workshops	...	...	...	70
Dangerous structures	...	...	...	4,744
				<hr/> £5,357

These sums are paid direct to the General County and Special County Accounts of the Council, and the net expenditure during the year on account of the Committee was, therefore, only £6,820.

DISTRICT SURVEYORS.

For the purposes of the London Building Act, the County of London is divided into districts, each superintended by a district surveyor, whose duty it is to see that all new buildings and all additions and alterations to buildings are carried out in accordance with the law, and to notify to the Council any actual or probable contravention of the provisions of the Act in relation to any matter or thing with which it is not within his competency to deal. Under section 139 of the Act, the appointment of district surveyors and the apportionment of their districts rest with the Council. Formerly district surveyors were allowed to practise as architects, but all appointed by the Council are required to devote their whole time to the duties of their office and are prohibited from taking private practice. The new system inaugurated by the Council has worked well, and no difficulty has arisen in obtaining the services of architects of sufficient experience to perform satisfactorily the duties of the position.

In 1889 the number of districts was 74, it is now 57. The diminution in number has been brought about by the rearrangement of districts, as opportunities occur, with the object either of

making the boundaries as far as possible co-terminous with those of the metropolitan boroughs or of making districts sufficiently remunerative to attract men of ability. During the year the districts of North and South Chelsea, and those of North-West and South Kensington, have been amalgamated to form the districts of Chelsea and Kensington respectively, and the district of Sydenham has been divided into the two districts of Catford and Sydenham. New appointments have been made to the districts of Catford, Chelsea, Kensington, South Fulham, Sydenham, Wandsworth and West Hackney.

Of the present district surveyors, 22 can take private practice; 11 are precluded from private practice in their own districts; 1 is allowed to practise privately to the extent of acting as a fire assessor for an insurance company; and the remaining 23 are, under the standing order above referred to, entirely precluded from private practice.

The following is a summary of the monthly returns of district surveyors for the year ended 31st December, 1903—

Works.	No.	Fees.
		£ s. d.
NEW BUILDINGS in 1903, in respect of which fees were received	7,082	19,803 16 11
ADDITIONS, alterations and other works in respect of which fees were received ...	15,943	22,011 13 8
ARREARS—		
New Buildings	2,934	7,384 17 2
Additions, alterations, etc.	2,347	3,335 5 3
TOTAL WORKS AND FEES thereon during the year ended 31st December, 1903 ...	28,306	52,535 13 -

* The expenses of district offices amounted to £12,165 19s. 10d.

Whenever a district surveyor is prevented by illness, infirmity, or other unavoidable circumstance from attending to the duties of his office, he may, with the consent of the Council, appoint a deputy for such period as may be requisite. The consent of the Council has been given in 24 such cases during the year.

District surveyors are prohibited from supervising work in which they are privately or professionally interested; and in 17 such cases special surveyors have been appointed.

Every district surveyor is required to have and maintain an office in such part of his district as may be approved by the Council, and during the year 17 applications have been granted by the Council with regard to the position of district offices.

SUPERVISION OF STREETS AND BUILDINGS.

Formation of streets.

106 applications were dealt with during the year for sanction to the formation of new streets, of which 77 were granted. The number of similar applications dealt with last year was 99. The total length of the new streets sanctioned by the Council during the year was about 15½ miles.

Erection of buildings at less than the prescribed distance from the centre of the roadway of streets.

For consent to the erection of buildings with external walls or forecourt fences at less than the prescribed distance from the centre of the roadway of the street 190 applications were granted and 98 refused, making a total of 288 applications. The number dealt with last year was 276.

Lines of frontage and projections.

The Council received 625 applications for consent to the erection of buildings beyond the general line of buildings in the street, of which 384 were granted. The number of applications dealt with last year was 490.

For the construction of porticos, balconies, verandahs and other similar projections, 305 applications were received, of which 213 were granted. 214 similar cases were dealt with last year.

Where required, the general line of buildings in a street has to be defined by the superintending architect of metropolitan buildings, subject, however, to a right of appeal to the Tribunal of Appeal. 39 such decisions were given by the superintending architect during the year, as compared with 20 last year.

Means of escape from the top of high buildings.

Pursuant to section 63 of the London Building Act, 1894, every new building exceeding 60 feet in height must be provided on the storeys, the upper surface of the floor whereof is above 60 feet from the street level, with such means of escape in case of fire for the persons dwelling or employed therein as can reasonably be required under the circumstances of the case; and no such storey may be occupied until the Council has issued a certificate that the provisions of the Act have been complied with in this respect. 43 applications for certificates were granted during the year under this section, and 1 was refused. 33 cases were dealt with under this section last year.

Open spaces about buildings.

The Council has power in certain cases to relax the rules relating to open spaces about buildings. During the year 152 applications were received for some modification of these rules, and of these applications 114 were granted and 38 refused. The number of cases dealt with last year was 95.

Special and other buildings.

The Council has authority to sanction special buildings or erections to which the general rules of the Act as to construction are inapplicable.

The Council is also empowered to control the erection of temporary buildings and to limit the time for their retention.

During the year the following cases have been dealt with—

1.—For buildings for the supply of electricity, 20 applications were considered and granted; last year the number of applications dealt with was 16.

2.—For iron and other special buildings to which the general rules of the Act as to construction are inapplicable, 165 applications were granted and 49 refused, or a total of 214 cases, against 156 last year.

3.—For licences and renewal of licences for temporary buildings, 260 applications were granted and 43 refused, or a total of 303 cases, as against 288 last year.

4.—For alterations to buildings, 9 applications were granted and 2 refused; the number of applications received last year was 6.

5.—For furnace chimney-shafts for breweries, distilleries, and other buildings used for manufacturing purposes, 5 applications were submitted, of which 4 were granted and 1 refused. Last year 7 applications were submitted.

6.—For overhanging eaves to dwelling houses and other roof constructions, 15 applications were granted and 1 refused, or a total of 16 applications, as against 35 last year.

7.—For separation of buildings, 9 applications were granted and 8 refused. 19 similar cases were dealt with last year.

8.—For dispensations with regard to by-laws in respect of the foundations and sites of buildings, 6 applications were received and granted; the number of applications last year was 16.

9.—For the erection of buildings of greater height than allowed by the Act, 4 applications were received and granted. 11 similar applications were dealt with last year.

10.—For consent to the erection of artisans' dwellings, 8 applications were made, of which 7 were granted and 1 refused. The number of applications dealt with last year was 17.

11.—For conversion of buildings to a use other than that for which they were originally constructed, 5 applications were received, of which 2 were granted and 3 refused. 1 application was dealt with last year.

12.—For excess of openings in external walls, 4 applications were received, of which 3 were granted. 4 applications were submitted last year.

Buildings of the warehouse class—Cubical extent.

The Council is empowered to consent to the construction of warehouses or buildings exceeding in extent 250,000, but not exceeding 450,000 cubic feet, where the trade to be carried on therein does not involve the use of explosive or inflammable materials, upon being satisfied that the additional extent is necessary for the purposes of the trade to be carried on, and that proper arrangements will be made for lessening, as far as practicable, danger from fire.

21 applications were received for consent to the construction of such buildings. Of these applications, 14 were granted and 7 refused. 19 applications were dealt with during the preceding year.

Total number of applications dealt with.

The total number of applications dealt with during the year showed an increase of 20 per cent. on the number for the previous year, the actual figures for the two years being 2,251 and 1,879 respectively.

Miscellaneous matters.

In addition to the cases above mentioned, 1,935 miscellaneous complaints from district surveyors and others were dealt with either by legal proceedings, correspondence, or the issue of instructions. This number denotes an increase of nearly 60 per cent. on the number for the previous year; the actual number of similar matters dealt with during the year 1902-3 being 1,223.

DANGEROUS STRUCTURES.

The Council is the authority, under part IX. of the Loudon Building Act, 1894, for dealing with dangerous and neglected structures in the County of London (exclusive of the City of London), and its powers are exercised by the Building Act Committee. Where it is made known to the Council that any structure is alleged to be in a dangerous state, it is the duty of the Council, under section 103 of the Act, to have a survey of such structure made by a district surveyor or some other competent surveyor. If as the result of the survey it is found that the structure is in a dangerous state, it is the duty of the Council to serve notice on the owner or occupier of the structure, requiring him forthwith to take down, secure, or repair the same, as the case requires. The Council may, as a temporary expedient, cause the structure to be shored up or otherwise secured, and a proper hoard or fence erected for the protection of passengers. If the notice is disregarded by the owner or occupier the Council takes legal proceedings to enforce compliance therewith. The owner has, however, a right of recourse to arbitration respecting any notice served by the Council, but notwithstanding that this right may have been exercised, a petty sessional court may, on complaint by the Council, make any order with respect to taking down, repairing, or otherwise securing the structure. Provision is made by the Act for the removal of inmates from a structure certified to be dangerous to them, and for the recovery of expenses incurred by the Council in carrying out the provisions of the Act.

During the year 3,638 cases of dangerous structures were reported, and amongst the structures condemned were the following—

Public buildings	4	Workshops, stables, outbuildings and water-closets	611
Houses wholly demolished	22	Hoardings	11
Party walls and party structures	499	Balconies	196
Other walls of houses... ..	1,327	Fence walls, gate piers, etc.	377
Parapets and cornices	426	Steps and staircases	99
Roofs and ceilings	596	Vaults and area walls... ..	19
Chimney-stacks and shafts	790		

The number of cases dealt with last year was 3,301—

The Council as a temporary expedient, shored up or hoarded in 112 structures during the year. In 79 cases the Council's Works Department was instructed to execute the work of taking down the dangerous portions of the buildings.

In 13 cases owners gave notice of arbitration, with the following results—

Council's notices confirmed without amendment	4
Council's notice confirmed with slight amendment	3
Council's notices discharged	1
Council's notices agreed to without arbitration	5
	<hr/>
	13

In consequence of the failure of owners to comply with the requirements of the Council's notices, 531 summonses were issued during the year and were disposed of in the following manner—

Orders obtained on summonses against owners	200
Summonses against owners withdrawn on work being executed	329
Summonses dismissed	2
	<hr/>
	531

In 2 cases magistrates' orders were obtained for the removal of the inmates from structures certified by a competent surveyor to be dangerous to them.

The Council's jurisdiction with respect to dangerous structures does not extend to the City of London, where the Corporation is the authority to deal with them.

Inspection of cornices, copings and parapets of buildings.

On 14th January, 1904, part of the parapet and cornice of the main portion of the premises Nos. 214 to 220, Westbourne-grove, Kensington, fell through the roof of the projecting shop portion, killing one of the assistants and injuring several others. An examination of the remaining portion of the parapet showed that the accident was due to the defective condition of the brickwork, the pressure of the wind, and the weight of the projecting cornice. The brickwork of the parapets of the adjoining houses was also found to be decayed and cracked, and bulging outwards. In view of the serious nature of this accident and of others that had occurred, it was thought desirable to send a circular letter to district surveyors calling their attention to the necessity of the cornices, copings and parapets of buildings being kept under careful observation. A communication was also sent to the metropolitan borough councils asking them to give publicity to the action taken by the Council in the matter.

NEGLECTED STRUCTURES.

Where a structure is ruinous or so far dilapidated as thereby to have become unfit for use or occupation, or is from neglect or otherwise in a structural condition prejudicial to the property in, or to the inhabitants of, the neighbourhood, the Council may make complaint thereof to a magistrate, and the magistrate may order the owner to take down or repair the neglected structure to the satisfaction of the Council.

In pursuance of the power vested in the Council 36 houses have been surveyed and reported upon during the year. In 5 of these cases no action was necessary, in 10 the necessary works were carried out by the owners upon receipt of notice of the Council's requirements, and in the remaining 21 it was necessary to refer the cases to the solicitor.

SKY-SIGNS.

The Council's power under section 134 of the London Building Act, 1894, in relation to the removal of sky-signs, was in November, 1900, transferred under the provisions of the London Government Act, 1899, to the new borough councils, subject, in case of default, to the provisions of the Public Health (London) Act, 1891, as if the default were a default under that Act. At the time of the transfer, however, London had practically been cleared of sky-signs.

BUILDINGS ON LOW-LYING LAND.

Section 122 of the London Building Act, 1894, prohibits the erection of any building to be used wholly or in part as a dwelling-house, or the adaptation of any building to be used wholly or in part as a dwelling-house upon land of which the surface is below the level of Trinity high-water mark, and which is so situate as not to admit of being drained by gravitation into an existing sewer of the Council without a licence for the purpose having been first obtained from the Council. 18 applications for such licences have been considered and granted during the year.

TRIBUNAL OF APPEAL.

The Tribunal of Appeal constituted under section 175 of the London Building Act, 1894, consists of the following members—Mr. J. W. Penfold, F.R.I.B.A., F.S.I., appointed by the Council of the Surveyors' Institution (Chairman); Mr. E. A. Gruning, F.R.I.B.A., appointed by the Royal Institute of British Architects, and Mr. A. A. Hudson, barrister-at-law, appointed by the Secretary of State for the Home Department.

The remuneration of the several members, as fixed under the provisions of the Act, by the Secretary of State for the Home Department on the constitution of the tribunal, remains unaltered, the remuneration for each member being £3 3s. for the first hour and £2 2s. for each subsequent hour of each day's sitting.

Mr. Charles H. Love continues to act as clerk of the tribunal, the offices being at 13, Great George-street, S.W. The appeals are heard in the hall of the Surveyors' Institution in the same building.

The Act provides that all fees and sums of money received by the tribunal shall be paid over to the Council, and that the salaries or fees payable to members of the tribunal, and the office and establishment expenses of the tribunal, shall be paid out of the County Fund. The actual cost to the County Fund in respect of the Tribunal of Appeal for the year 1903-4 was £707.

There are some 22 matters which under the Act may be the subject of appeal to the tribunal.

During the year 13 appeals against the Council's decisions were lodged with the tribunal, of which 2 were dismissed, 3 allowed, and 8 not proceeded with. There were 2 appeals against the decisions of district surveyors which were allowed by the tribunal, subject to certain conditions. The effect of the tribunal's decisions was practically to uphold the district surveyors' decisions.

LONDON BUILDING ACTS AMENDMENT.

The Committee have during the year devoted much time and attention to the work of preparing proposals for the amendment of the London Building Acts. It will be remembered that the Council introduced into Parliament in the session of 1903 a bill to amend the provisions of the London Building Act, 1894, relating to safety from fire. This bill, however, was not proceeded with, but was referred to the Building Act, Fire Brigade, and Parliamentary Committees to advise the Council, after consultation with such persons and authorities as might be desirable, as to the ultimate form it should assume. The bill referred to dealt only with the question of safety from fire, and left untouched many other important questions with respect to which the London Building Acts had been found to need amendment, and it was felt strongly that any amended bill should aim at securing all the important amendments required in the London Building Acts. It was not, however, found practicable for three committees to prepare the material for a bill of this character, and the Council on 26th May, 1903, on the recommendation of the committees concerned, rescinded the resolution referring it to those committees, on the understanding that the Building Act Committee would proceed with the preparation of proposals for securing all the amendments required in the London Building Acts, conferring with such authorities and persons as might be desirable. The Committee have accordingly been in communication with the metropolitan borough councils, and with other public bodies, such as the Royal Institute of British Architects, the Surveyors' Institution, the Institute of Builders, the District Surveyors' Association, etc., and have received many valuable suggestions therefrom. The Committee have also received valuable assistance from the Fire Brigade Committee and other committees of the Council, and although the work is one of considerable magnitude and difficulty, they hope to be in a position to submit proposals for the amendment of the Act in time for a bill to be introduced into Parliament in the session of 1905.

FACTORIES AND WORKSHOPS.

By the provisions of the Factory and Workshop Act, 1901, the duty is imposed upon the Council of seeing that each factory or workshop situated within the Administrative County of London in which more than 40 persons are employed, is provided with such means of escape in case of fire for the persons employed therein, as can reasonably be required in the circumstances of each case. New factories, *i.e.*, those erected since 1st January, 1892, and new workshops, *i.e.*, those erected since 1st January, 1896, must have a certificate from the Council that they are provided with such means of escape in case of fire for the persons employed therein as can reasonably be required, and the Council has power to take proceedings in respect of any such factory or workshop, etc., which is not furnished with the necessary certificate. In the case of premises erected before the above-mentioned dates, however, it is for the Council to take the first steps and require the owner to carry out such works as may be necessary to provide proper means of escape. In October, 1891, a list was received from the Home Office of 1,376 factories with which it was thought necessary the Council should deal. Further lists have been received from time to time, and up to 31st March, 1904, the total number of cases of which the Council had been notified by the Home Office was 2,279.

In the discharge of its duty under the Factory and Workshop Act, 1901, the Council is confronted with two serious difficulties. These are, first, that in the case where any one part of a building is not a factory or workshop within the meaning of section 14 of the Act, it is held that a requirement for the provision of means of escape from the other parts of the building would not be reasonable, and could not therefore be enforced, if to comply with it the owner would have to commit a trespass on the part of the building which is not a factory or workshop. The effect of this has been in some cases to render it impossible for the Council to require the provision of satisfactory means of escape and to seriously impede progress, as in order to determine whether a requirement will involve a question of trespass it is frequently necessary to inquire into the terms

of occupation of all the different persons carrying on business in the building under consideration. Secondly, delay is caused by the fact that any person who is dissatisfied with the Council's requirements may resort to arbitration at any stage of the proceedings, as he is not bound to declare his intention to do so within a reasonable time of receiving the requirements, but only within one month after a difference of opinion between him and the Council respecting such requirements has arisen. Since no period is specified within which a person must declare a difference of opinion, it is often only after a considerable period has elapsed that the Council is informed that it is intended to resort to arbitration, and consequently much valuable time is lost.

During the year the Committee have had the following cases under their consideration—

New factories and workshops in which means of escape have been provided to the satisfaction of the Committee and in respect of which certificates have been issued	57
Applications for certificates for new factories and workshops	70
Old factories and workshops in which the Council has sent requisitions requiring proper means of escape to be provided	101
Proposals to comply with the Council's requisitions, or to deviate from proposals already submitted	321
Voluntary proposals to provide proper means of escape from old factories and workshops (submitted without the intervention of the Council)	34
Old factories and workshops in which the Committee's requisitions have been complied with	49
Premises over which the Council has no jurisdiction under section 14 of the Factory and Workshop Act, 1901 (<i>i.e.</i> , premises in which not more than 40 persons are employed, or which are in several occupations, without more than 40 persons being employed by any one occupier, or premises which have ceased to be used as a factory or workshop)	128
Fires in factories and workshops which have been, or are being dealt with by the Council	22

The following return shows the state of the work on 31st March, 1904—

Cases on Council's register.		Number of cases in which means of escape have been provided to the satisfaction of the Council.		Number of cases with which the Council cannot deal by reason of less than 40 persons being employed or the occupation having changed, etc.	Number of cases remaining to be dealt with.	
Origin.	Number.	Old factories, etc.	New factories, etc., (certificate cases),		In hand (in various stages).	Requirements not yet formulated.
Notified by the Home Office...	2,279	302	15	702	227	1,033
Notified from other sources ...	239	37	—	96	57	49
Voluntary proposals	166	36	—	38	92	—
Applications for certificates ..	471	—	206	38	227	—
	3,155	375	221	874	603	1,082
		596				

A preliminary inspection and classification has been made of the whole of the outstanding cases notified to the Council up to 31st March, 1904 (1,082 in number), with the result that it was found that there were—

Dangerous cases	247
Cases requiring early attention	125
Cases not immediately urgent	110
Cases to be taken off the list as for various reason not coming within the provisions of section 14 of the Act	600
	<u>1,082</u>

This classification will greatly expedite the progress of the Committee in dealing with the outstanding cases, and will, moreover, enable them to proceed at once with the dangerous cases. As showing how greatly the rate of progress has been accelerated, it may be mentioned that in the period between the coming into operation of the Factory and Workshop Act, 1891, and 31st March, 1901, 1818 factory, etc., cases were notified to the Council, and by the latter date 798 of them had been, or were being, dealt with. In the three years ended 31st March, 1904, inquiry has been made into about 2,350 cases, and disregarding the 600 cases which, for various reasons, do not come within the scope of the Act, there remain about 500 cases with which the Council has to deal, and in which it has not yet formulated its requirements. If the present rate of progress be maintained, it will take about five years to dispose of the cases in which the Council has not yet formulated its requirements, without taking into account the additional notifications which are constantly being made. The number of such notifications has greatly increased since the Queen Victoria-street fire, the actual number last year having been 245, and although an increasing proportion turn out to be cases which have been previously notified, or cases with which the Council cannot deal, a great work is involved, as in most cases a preliminary inspection is necessary, and in some cases several inspections have to be made.

The following particulars as to the approximate number of persons employed in factories, etc., notified to the Council may be of interest—

Number of persons employed in—

Factories, etc., in which means of escape have been provided to the satisfaction of the Council—

Old factories	...	...	...	...	...	60,000	
New „	...	...	...	...	...	37,500	
							97,500
Factories, etc., being dealt with by the Council	...	...	...	...	...	...	71,000
Factories, etc., remaining to be dealt with	...	...	...	...	...	...	70,000
Factories, etc., notified to the Council, but with which the Council cannot deal	...	...	...	...	...	...	16,000
							<u>254,500</u>

The total number of persons employed in all factories and workshops in London was given in the Report of the Chief Inspector of Factories and Workshops for the year 1898 as 499,333, and it is therefore evident that the number of factories, etc., over which no control is exercised as regards the provision of means of escape in case of fire is very great. We regret that we are not in a position to obtain more recent data as to the total number of persons employed in factories and workshops, etc., in London, as the information is not included in the Annual Reports issued by the Chief Inspector of Factories since the year 1898. We think that this information is very valuable, and we are glad to be able to state that the chief inspector has intimated his intention of inserting it in future reports.

The Committee are of opinion that as such a large number of persons (many of whom are women and girls) are employed in factories, workshops, and other buildings, with which the Council is unable to deal under the provisions of the Factory and Workshop Act, 1901, an amendment of that Act is urgently required.

FITZROY HEMPHILL,
Chairman.

REPORT OF THE CORPORATE PROPERTY, CHARITIES AND ENDOWMENTS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previous to the re-constitution of committees, were as follows—

Chairman—W. E. Mullins.

Vice-Chairman—W. C. Johnson.

Allen, A. A.	Horniman, E. J.	Smith, Alfred
Bayley, E.	Hubbard, N. W.	Straus, B. S.
Dew, G.	Jackson, R. S.	Webb, Sidney
Emden, T. W. L.	Low, Sidney	Williams, Robert
Goodrich, A. O.		

During the past year there have been 20 meetings of the Committee and 17 meetings of sub-committees.

Under maintenance account the following sums have been expended—

1. Ground plan of London	...	...	...	£1,721	8	8
2. Ordnance survey	...	...	...	339	13	5
3. Register of Council's property	...	...	...	363	9	5
4. General incidentals and printing	...	...	...	152	5	2
5. Endowed charities inquiry	...	...	...	500	—	—
				<u>£3,076</u>	<u>16</u>	<u>8</u>

and, in addition, expenditure has been incurred in the management and maintenance of property under the control of the Committee, which is charged to the same fund or account to which, under statute, the income derived from the property is carried.

Building conditions.

At the auction held on 13th October, 1903, certain valuable plots in the Strand, Kingsway and Aldwych were offered on lease, but no bids for them were made. In consequence of this result we thought it desirable to consider whether the building conditions relating to the leasing of the Council's surplus land acquired in connection with various improvement schemes should be modified with a view to the letting of the land more expeditiously.

As the conditions stood there was no provision made for arbitration. No. 13 of the conditions provided that in the event of any dispute arising between the Council and the lessee in

connection with the erection of the buildings, such dispute was to be settled by the Council's architect, whose decision should be final. The point, therefore, which we had chiefly to consider was whether any modification of the condition in question should be made so as to provide for an appeal to an independent arbitrator in the event of any failure of agreement between the Council and the lessee.

During our consideration of this matter we received a memorandum from the Finance Committee asking to be furnished with estimates of the probable recoupment that might be anticipated by the letting of the surplus land in connection with the Holborn to Strand improvement; calling attention to the existing burden on the ratepayers on account of the expenditure on the improvement, which could only be lessened by the letting or sale of the surplus land; and asking us to consider without delay as to the best method for ensuring the early disposal of the land on satisfactory terms. After careful consideration, we were of opinion that, although there were no bidders for the plots of land in connection with the Holborn to Strand improvement at the last auction, the Council would not experience any difficulty in eventually disposing of the plots under the existing conditions. We were, however, impressed with the point raised by the Finance Committee, as to the desirability of securing a speedy recoupment in connection with the improvement, and we thought that some concession should be made so as to facilitate the letting of the surplus land. The Council decided, on 1st December, 1903, on our recommendation, to modify condition No. 13 referred to above, so as to provide for arbitration on any matter not provided for by the plans and specifications, after the plans and specifications have been approved.

Transfers of property.

On 21st May, 1901, the Council appropriated for the purposes of a central school of arts and crafts a site containing an area of about 11,000 ft., with a frontage of 100 ft. to Orange-street, and 89 ft. to Southampton-row. It became necessary, owing to the proposed construction of a subway for an underground tramway, to widen Southampton-row from 80 ft. to 100 ft. by setting back the eastern and western sides 10 ft. each. To meet this the Council sanctioned the substitution of an equivalent area on the south side of the original site. In June, 1903, the Technical Education Board applied for an assignment of the surplus land in Southampton-row between the land already appropriated on the north, and Fisher-street on the south, for the purpose of erecting a London day training college. The Council sanctioned the appropriation of the site to the Board, the estimated value, £29,160, being provided out of the funds appropriated by the Council to technical education. The area of the site is 7,290 sq. ft., and the value taken at £4 per foot.

In our last report we referred to the appropriation of lot 15, Hughes-fields, Deptford, under part III. of the Housing of the Working Classes Act, 1890, for the purpose of the erection of dwellings for persons displaced by the erection of the Greenwich electricity generating station. Subsequently the Council sanctioned the appropriation of lots 10 and 14 for the erection of dwellings for persons of the working class, the sum fixed as the value of the land being £1,000.

It was found necessary in connection with the enlargement of the northern outfall sewer to obtain possession of the premises, Nos. 183, 185 and 187, High-street, Stratford. The property was comprised in plot A of the lands surplus after the construction of the sewer, and the plot was leased to Mr. J. Saunders at a ground rent of £20 per annum. The leasehold interest in the premises was acquired on the basis of the ground rent of £10 per annum, and the Council sanctioned the appropriation of the properties at the valuation as returned to the Treasury, viz., £280.

The Council acquired No. 15, Falcon-court, Southwark, in connection with the carrying out of the Falcon-court scheme, under the Housing of the Working Classes Act, 1890. As the premises in question were used as a lodging-house, it was considered desirable to allow the house to remain. A portion of the area dealt with by the scheme is devoted to the purposes of an open space, known as Little Dorrit's playground, and No. 15, Falcon-court stood at the western entrance to the playground. The Council of the Metropolitan Borough of Southwark asked that the site of the house referred to might be added to the playground, in order to improve the entrance thereto, and the Parks and Open Spaces Committee concurring in the application, the Council sanctioned the appropriation of the site to the purpose named, the value of the site being fixed at £500, its estimated value for commercial purposes.

Ground plan and annual map of London.

Ownership section of ground plan.—Since the date of our last report we have continued to deal for the most part with small estates, with the result that the additional area covered, compared with previous years, is but small. At the present time 94 square miles, 133 acres, represented by 9,410 estates, have been shown upon the sheets, and a further 228 estates are awaiting definition. The searching at the Middlesex Registry is still being continued, and has resulted in information being obtained in respect of 1,363 estates. The total expenditure incurred has been £6,728 15s. 5d.

Detail section of ground plan.—This section includes the making up to date of the present 5 ft. Ordnance survey, and keeping it up to date as the several alterations arise. This work has so far advanced as to admit of a reduction in the staff being made. A scale of fees is about to be arranged at which tracings of particular properties may be obtained. The total expenditure incurred has been £1,839 17s. 10d.

Annual map of London.—This map, which is prepared on behalf of the Local Government Committee to whom the expenditure is charged, shows the progress of building operations in London since the last revised issue of the Ordnance survey. The first map was issued in October, 1903. The total expenditure incurred has been £814,155., and the amount received from the sale of copies to local authorities to 31st March, 1904, was £176 4s.

Conveyances by the Council.

The following conveyances have been made during the year—

Improvement.	Name of purchaser.	Description of property.	Amount.
Churchway, St. Pancras	St. Pancras Borough Council ...	No. 150, Euston-road ...	Nil. (29 May, 1903.)
Tower-bridge southern approach	The South-Eastern Railway Company	Two pieces of land on Tower-bridge-road abutting on railway bridge	£250 (29 May, 1903.)
Do.	Thomas Owden Hart ...	Land in Tower-bridge-road (lot 20) ...	£500 (31 July, 1903.)
Greenwich coroner's court, etc.	Greenwich Borough Council ...	Part of site of Old Vicarage House and grounds, St. Alphage, Greenwich	£788 (9 July, 1903.)
Blackstock-road, Islington	The Receiver for the Metropolitan Police District	Land in Blackstock-road, Islington ...	£2,250 (2 Nov., 1903.)
Ben Jonson - road, Stepney	The School Board for London ...	Land in Ben Jonson-road, Stepney (lots 2 to 6)	£1,320 (2 Dec., 1903.)
Holborn to Strand ...	The Great Northern, Piccadilly and Brompton Railway Company	Land at corner of Kingsway and High Holborn	£60,000 (11 Dec., 1903.)

Leases.

A scale of legal charges adopted by the Council is made to lessees and tenants of the Council in respect of the costs of leases and agreements.

The following leases have been granted by the Council during the year—

Improvement.	No. of plot.	Lessee.	Rent per annum.
			£ s. d.
Rosebery-avenue ...	Lots 39 and 40 ...	John Milroy ...	50 - -
Putney-bridge ...	Lots 15, 16, 17 and part 18 (Lower Richmond-road)	Robert Emerson... ..	37 10 -
Falcon-court, Borough ...	Land formerly Eve's-place, Borough High-street	The Midland Railway Company	300 - -
Putney-bridge ...	Part lot 18, lots 19, 20 and part lot 21 (Lower Richmond-road)	Robert Emerson... ..	74 10 -
Battersea-bridge ...	Land at corner of Little Europa-place and Cottage-place, Battersea-bridge-road	Ernest Harwood Wagstaff ...	3 - -
Tower - bridge — Southern approach	Part lot 1, Tower-bridge-road...	Wm. Alexander Perry ...	19 - -
Do.	Do. ...	Do. ...	15 - -
Do.	Do. ...	Do. ...	15 - -
Do.	Do. ...	Do. ...	16 - -
Barking-road-bridge ...	Lots 1, 2 and 3, East India-dock-road	Herbert Frederick Woodmansee	30 - -
Tower - bridge — Southern approach	Lot 18, Tower-bridge-road ...	George Edward Barlow and Frank Roberts	45 - -
Boundary - street, Bethnal-green	Lot 10, Old Nichol-street ...	Miss M. A. Buchanan Riddell and others	20 - -
Tower - bridge — Southern approach	Land between Sard's-rents and Coxen-place, Tower-bridge-road (lot 17)	Bermondsey Borough Council	1 - -
Long-lane, Borough ...	Land at corner of Borough High-street and new street leading to Tabard-street	Frederick Harrison Barker ...	225 - -
High Holborn ...	Site of No. 111, High Holborn	Wm. Neely ...	300 - -
Blackwall-tunnel...	Lot 14 and part lot 15, Trafalgar-road	Ernest Mills ...	16 - -
Do. ...	Part lots 15 and 16, ditto ...	Do. ...	18 - -
Do. ...	Part lots 16 and lot 17 ...	Do. ...	16 - -

Licensed premises acquired in connection with improvements.

The following return shows that 121 licensed premises have been acquired by the Council in connection with street and other improvements, in respect of which 119 licences have been allowed to lapse, at an approximate cost of £311,650.

Licensed premises.	Date of Council's resolution.	Approximate value of the licence.
<i>Battersea-bridge—</i>		£
1. "Two Brewers" public-house ...	1889, May 10th ...	Nil
2. "Beaufort Arms" public-house ...	Do. ...	4,000
3. "Swan" public-house ...	" July, 16th ...	2,000
4. "White Hart" public-house ...	Do. ...	1,000
<i>Rosebery-avenue improvement—</i>		
5. "Princess Alice" beer-house ...	1890, May 13th ...	Nil
6. "Sir Hugh Myddelton's Head" public-house ...	1891, Feb. 24th ...	3,000

Licensed premises.	Date of Council's resolution.	Approximate value of the licence.
<i>Boundary-street housing scheme—</i>		£
7. "Barley Mow" beer-house	1892, July 26th ...	250
8. "Portobello" public-house	" Oct. 4th ...	Nil
9. "Prince of Wales" beer-house, Old Nichol-street	Do. ...	200
10. "Prince of Wales" beer-house, Turville-street ...	Do. ...	200
11. "Five Ink Horns" public-house	Do. ...	1,000
12. "Victory" public-house	" Nov. 29th ...	2,500
13. "Gladstone" beer-house	Do. ...	300
14. "Ship" public-house	" Dec. 13th ...	2,500
15. "Lord Nelson" public-house	1893, March 14th ...	500
16. "Admiral Vernon" public-house	Do. ...	1,000
<i>Blackwall-tunnel—</i>		
17. "Coopers' Arms" public-house	1892, Nov. 29th ...	3,000
18. "Ordnance Arms" public-house	Do. ...	2,500
19. "Robin Hood" beer-house	" Dec. 13th ...	1,000
20. "Lord Nelson" public-house	1893, June 13th ...	1,250
21. "Oxford and Cambridge" beer-house	" June 27th ...	250
22. "Mechanics' Arms" beer-house	1894, May 1st ...	300
23. "Kenilworth Castle" public-house	" June 5th... ..	Nil
<i>Sandy's-row, Whitechapel, improvement—</i>		
24. "Blue Anchor" public-house	1894, June 5th ..	Nil
25. "White Horse" public-house	" Oct. 16th ...	1,000
<i>Mill-lane, Deptford, housing scheme—</i>		
26. "Golden Fleece" public-house	1894, Oct. 1st ...	500
27. "Freemasons' Arms" beer-house	Do. ...	50
28. "Mitre" beer-house	Do. ...	100
<i>Creek-road, Deptford, improvement—</i>		
29. "King William the Fourth" public-house ...	1896, March 17th ...	500
30. "Three Compasses" public-house	" July 28th ...	2,000
31. "Duke of Edinburgh" beer-house... ..	1897, Dec. 7th ...	500
<i>Tower-bridge southern approach improvement—</i>		
32. "Yorkshire Grey" beer-house	1898, Feb. 8th ...	250
33. "Glowworm" public-house	" Nov. 15th ...	2,000
34. "Great Britain" beer-house	" Dec. 20th ...	2,000
<i>Clare-market, Strand, housing scheme—</i>		
35. "Barley Mow" public-house	1898, Dec. 20th ...	1,500
36. "Constitution" public-house	1899, Jan. 31st ...	7,000
37. "White Lion" public-house	Do. ...	2,500
38. "Hope" public-house	Do. ...	4,000
39. "Sun and Apple Tree" public-house	" Feb. 7th ...	2,500
40. "Warwickshire Arms" beer-house	Do. ...	700
41. "Old George" public-house	" March 28th ...	1,500
42. "New George" public-house	" Nov. 7th ...	800
43. "Grapes" public-house	" Nov. 21st ...	3,000
44. "Fishmongers' Arms" public-house	Do. ...	1,250
45. "Artichoke" public-house	Do. ...	3,000
<i>Old-street, St. Luke, improvement—</i>		
46. "Pitt's Head" public-house... ..	1899, May 9th ...	11,000
47. "Leaping Bar" public-house	" Dec. 12th ...	4,000
48. "Sun Dial" public-house	1901, Feb. 5th... ..	3,700
49. "Sir John Falstaff" public-house... ..	Do. ...	2,000
<i>Holywell-street, Strand, improvement—</i>		
50. "Spotted Dog" public-house	1900, March 27th ...	1,600
51. "Eagle and Sun" public-house	" April 10th ...	4,000
52. "Norfolk Arms" public-house	Do. ...	4,000
53. "White Hart" public-house	Do. ...	3,000
<i>Vauxhall-bridge—</i>		
54. "Two Brewers" public-house	1900, May 29th ...	3,000
<i>Long-lane improvement—</i>		
55. "Fox" beer-house	1900, July 24th ...	1,000
56. "Griffin" public-house	1901, May 7th... ..	2,500
57. "Royal Standard"	1902, July 1st ...	3,000
<i>Tower-bridge northern approach improvement—</i>		
58. "Black Horse" public-house	1900, July 31st ...	20,000
59. "Rose and Crown" public-house	Do. ...	Not estimated
60. "Hoop and Horseshoe" public-house	Do. ...	Do.
61. "Duke of Sussex" public-house	Do. ...	Do.
<i>Holborn to Strand improvement—(see Note below)</i>		
62. "Sun" public-house... ..	1899, Dec. 12th ...	2,000
63. "Edinburgh Castle" public-house	1900, Oct. 30th ...	2,500
64. "Fountain" public-house	Do. ...	1,300
65. "Old Red Lion" public-house	" Nov. 27th ...	6,500
66-95. Thirty licensed houses	1901, Jan. 22nd ...	120,000
96. "Grapes" public-house, Portpool-lane (Holborn to Strand rehousing)	" Jan. 29th ...	1,000

Licensed premises.	Date of Council's resolution.	Approximate value of the licence.
<i>Albert-embankment improvement—</i>		£
97. "Distillers' Arms" public-house	1901, May 21st ...	1,500
<i>Mare-street improvement—</i>		
98. "Old King's Head" public-house	1901, July 23rd ...	13,850
99. "Nag's Head" public-house		
100. "Hope and Anchor" beer-house		
101. "Gladstone" beer-house		
102. "Victory" beer-house		
103. "Sultan" beer-house		
<i>St. John-street, Clerkenwell—</i>		
104. "Horse and Groom" public-house... ..	1901, Oct. 29th ...	3,000
<i>Nine Elms-lane improvement—</i>		
105. "Foresters' Arms" beer-house	1902, March 25th ...	2,500
<i>Rotherhithe-tunnel—</i>		
106. "Pitt's Head" public-house	1902, May 13th ...	1,500
107. "Duke of York" public-house	" Dec. 2nd... ..	2,250
108. "Surrey Dock Tavern" public-house	1903, Jan. 27th ...	4,500
<i>Cat-and-Mutton-bridge—</i>		
109. "Half-way House" beer-house	1902, Dec. 16th ...	2,000
110. "Ship" beerhouse	Do. ...	250
<i>Southampton-row improvement—</i>		
111. "Mitre" public-house	1903, Jan. 27th ...	6,000
<i>Battersea-rise improvement—</i>		
112. "Imperial Stores" beer-house	1903, Jan. 27th ...	2,000
<i>Blackheath-hill improvement—</i>		
113. "Old Prince of Wales" public-house	1903, March 24th ...	200
<i>Webber-row, etc.—</i>		
114. "Duke's Head" beerhouse	1903, 28th July ...	1,400
<i>Rotherhithe-tunnel—</i>		
115. "Duke of Edinburgh" public-house	1903, 15th Dec. ...	2,000
<i>Westminster—</i>		
116. "Coach and Horses" public-house	1904, Jan. 26th ...	2,500
117. "Two Brewers" public-house	1904, Feb. 23rd ...	2,500
<i>Central-street—</i>		
118. "Prince of Wales" beer-house	Do. ...	1,200
119. "Waterinen's Arms" beer-house	Do. ...	3,000
		£311,050

In these two undermentioned cases a portion only of each of the premises was acquired—

Licensed premises.	Date of Council's resolution.	Approximate value of the licence.
<i>Blackstock road, Islington, Improvement—</i>		£
120. "Woodbine" beer-house	1897, April 6th ...	1,200
<i>Nine Elms-lane Improvement—</i>		
121. "Southampton Arms" public-house	1898, July 26th ...	Not stated.

Note—The London County Council (Improvements) Act, 1899, provides for the reinstatement of the Gaiety restaurant, Messrs. Short's and Carr's restaurants.

Ground rents and surplus lands.

A statement has been prepared by the comptroller and approved by the Committee, showing the estimated value of ground rents and surplus lands belonging to the Council on 31st December, 1903. This has been submitted to the Finance Committee for presentation to the Treasury. The following is the result shown—

Estimated values, 31st December, 1902.	Additions or improved values since that date.		Total to be accounted for.	Sales from 31st Dec., 1902, to 31st Dec., 1903.	Reductions of estimate.	Estimated values, 31st December, 1903.
	Additions.	Improved values.				
£ 3,449,373	£ 1,336,754	£ 9,523	£ 4,795,650	£ 212,441	£ —	£ 4,583,209

The following is a synopsis of the rent account for the year ended 31st March, 1904—

* It is estimated that, if certain weekly tenants had not been served with notices to quit for non-payment of rent, a total sum of £1,173 5s. would have been paid as compensation on their giving up possession.

Representatives appointed by the Council to serve on the governing bodies of charitable foundations.

The following is a list of the representatives appointed by the Council to serve on the governing bodies or committees of management of charitable foundations in London, giving the date of their appointment and the expiration of their terms of office. The schemes under which the appointments are made invariably provide that the persons elected need not be members of the electing body. In cases where the representatives are members of the Council their names are printed in *italics*—

Name of institution.	Date of appointment.	Names of representatives.	Date of expiration of appointment.
1. Addey and Stanhope School	July, 1903...	Miss E. B. Walker	July, 1908.
2. Alleyn's College of God's Gift, Dulwich	December, 1903	<i>Mr. Evan Spicer</i>	December, 1908.
	December, 1903	Mr. H. J. Powell	December, 1908.
*3. Battersea Grammar School	May, 1903... ..	Mr. S. H. Wells	May, 1906.
	May, 1901... ..	<i>Lieut.-Col. Rotton</i>	May, 1904.
4. Battersea Polytechnic	July, 1903... ..	<i>Mr. W. Davies</i>	June, 1909.
	June, 1900	<i>Mr. John Burns</i>	June, 1906.
5. Borough-road Polytechnic	July, 1903... ..	<i>Mr. J. Piggott</i>	June, 1909.
	December, 1901	<i>Mr. A. A. Allen</i>	June, 1906.
6. Burlington School	May, 1901	Mrs. F. Debenham	March, 1904.
7. Central Foundation Schools	July, 1903... ..	<i>Mr. J. R. Macdonald</i>	July, 1908.
8. City Parochial Foundation	April, 1903	<i>Mr. E. Spicer</i>	March, 1909.
	April, 1903	<i>Mr. Sidney Webb</i>	March, 1909.
	April, 1899	<i>Mr. T. A. Organ</i>	March, 1905.
	May, 1901... ..	<i>Mr. Edric Bayley</i>	March, 1907.
9. Dr. Edwards' and Bishop King's Charities	July, 1903... ..	Mr. E. Collins	June, 1908.
	July, 1899... ..	Mrs. Dora Mole	July, 1904.
10. Greycoat School, Westminster... ..	May, 1901	<i>Mr. Granville-Smith</i>	March, 1904.
11. Haberdashers' Schools	May, 1901	Miss Peppercorn	May, 1906.
	May, 1901	Mr. H. T. Sawell	May, 1906.
12. Hackney and Spitalfields Exhibition ...	March, 1902	<i>Dr. E. B. Forman</i>	March, 1907.
13. Henderson's Charity	October, 1899	Mr. P. M. Martineau	October, 1905.
	December, 1902	Mr. W. W. Benn	October, 1908.
14. Hickson's Foundation	November, 1899	Mr. J. Renwick-Seager	October, 1904.
15. Holborn Estate Charity	May, 1901	<i>Mr. T. W. L. Emden</i>	March, 1904.
16. Holles' Foundation	May, 1901	<i>Mr. J. Piggott</i>	March, 1904.
17. James Allen's Girls' School	May, 1901	Mr. H. J. Powell	March, 1904.
18. Lewisham Grammar School	May, 1901	Miss Peppercorn	March, 1904.
19. Northampton Institute	July, 1903	<i>Mr. W. F. Blake</i>	July, 1909.
20. Northern Polytechnic	November, 1898	Mr. R. Roberts	August, 1904.
	October, 1901	<i>Mr. A. M. Torrance</i>	August, 1907.
21. North-Western Polytechnic	November, 1898	<i>Sir William J. Collins</i>	August, 1904.
	December, 1901	<i>Mr. T. A. Organ</i>	August, 1907.
22. Parmiter's School	May, 1901... ..	<i>Mr. E. Smith</i>	March, 1904.
	Oct., 1903	Mr. James Reeves	March, 1904.
23. Passmore Edwards Settlement	November, 1901	<i>Mr. W. W. Bruce</i>	March, 1904.
24. People's Palace	May, 1898... ..	<i>Mr. W. C. Steadman</i>	February, 1904.
25. Raine's School	October, 1901	<i>Mr. W. Crooks</i>	October, 1904.
	May, 1902... ..	Mr. W. W. Benn	October, 1904.
26. Randall's Charity	July, 1899... ..	<i>Mr. E. S. Jackson</i>	July, 1904.
	July, 1899... ..	Mr. J. Peppercorn	July, 1904.
†27. Ratcliff Charity	October, 1901	<i>Mr. A. L. Leon</i>	October, 1906.
28. Reeve's Charity	July, 1903... ..	<i>Mr. S. Sankey</i>	July, 1907.
29. Regent-street Polytechnic	October, 1903	Mr. W. E. Mullins	June, 1909.
30. Roan's Schools	May, 1901... ..	Miss Peppercorn	March, 1904.
	May, 1901... ..	Mr. G. Lidgett	March, 1904.
31. St. Dunstan's College	May, 1901... ..	Sir A. Wilson	March, 1904.
	May, 1901... ..	<i>Mr. J. W. Cleland</i>	March, 1904.
32. St. Martin's School	May, 1901... ..	Mrs. Yates	March, 1904.
33. St. Olave's and St. Saviour's Grammar School Foundation	May, 1901... ..	<i>Mr. A. Pomeroy</i>	March, 1904.
34. South-Western Polytechnic	October, 1903	<i>Mr. R. C. Antrobus</i>	June, 1909.
	June, 1900	<i>Lord Monkswell</i>	June, 1906.
35. Tenison's School	May, 1901... ..	<i>Mr. T. W. L. Emden</i>	March, 1904.
36. United Charities of St. Olave and St. John, Southwark	July, 1903... ..	<i>Mr. E. Bayley</i>	July, 1906.
	October, 1901	<i>Mr. H. J. Glanville</i>	October, 1904.
37. Sir John Cass' Charity	December, 1899	<i>Mr. Alfred Smith</i>	December, 1904.
	June, 1900	<i>Dr. E. B. Forman</i>	July, 1905.
38. Sir John Cass' Charity (Hackney) ...	February, 1899	<i>Mr. T. McKinnon Wood</i>	February, 1904.
39. United Westminster and Emanuel School	May, 1901... ..	<i>Lord Monkswell</i>	March, 1904.
	May, 1901... ..	<i>Mr. Granville-Smith</i>	March, 1904.
	May, 1901... ..	<i>Mr. R. Spokes</i>	March, 1904.
	July, 1903... ..	<i>Mr. H. J. Greenwood</i>	March, 1904.
40. Whitechapel Foundation	May, 1901... ..	Mr. A. J. Hollington	March, 1904.
41. Wilson's Grammar School	May, 1901	Mr. T. Gautrey	March, 1904.
	April, 1903	<i>Mr. Goddard Clarke</i>	March, 1904.

The undermentioned schemes, amongst others, have been dealt with during the year—
Godolphin School and Latymer Foundation.—The Latymer Foundation was established by will of Edward Latymer in 1624 and has an income of about £6,000 a year. It is governed by a scheme of the Charity Commissioners made in 1878, as further amended by subsequent schemes and consists of an upper and lower school with upwards of 800 boys in attendance.

* Same as Sir Walter St. John's School Trust.
 † Same as Stepney and Bow Foundation.

The Godolphin Charity founded in 1703 was up till recently administered as an educational charity under a Chancery scheme made in 1859. Since the opening in 1895 of the Latymer Upper School in King-street at lower rates of tuition fees, viz., £8 as against £12 12s., the number of scholars gradually diminished, and as a result it was found impossible to carry on the school without loss. A scheme was accordingly made by the Charity Commissioners in 1900 which provided for the closing of the school, for the sale or letting of the school buildings in Iffley-road and for the accumulation of the income of the charity pending the establishment of a further scheme.

Clause 64 of the scheme of 14th September, 1878, regulating the Latymer Foundation, provides for application being made to the Charity Commissioners for a supplemental scheme for establishing a school for the education of girls. To give effect to this clause the Board of Education prepared a draft scheme which provided that the governors of the Latymer Foundation should pay a capital sum of £8,000 out of the endowment of that foundation and a yearly sum of £500 from the income to the Godolphin and Latymer Girls' School, Hammersmith. The Godolphin school buildings and gross yearly income of £1,200 (including subsidiary gifts) together with the above-mentioned payment from the Latymer Foundation was to be one foundation under the name of Godolphin and Latymer Girls School.

The governing body was to consist of seven representative trustees appointed as follows—three by the Governors of the Latymer Foundation, and one each by the heir of William Godolphin, University of London, Hammersmith Borough Council, and Technical Education Board of the London County Council; and of four co-optative trustees, one of whom should be the present Bishop of Southwark.

The Council was of opinion that some provision should be made in the scheme requiring that women should be members of the governing body, and the Board of Education was accordingly asked to amend clause 3 of the scheme so as to provide that of the four co-optative governors to be appointed two of them should be women.

In the scheme as finally settled provision is made for the appointment of two women on the governing body—one to be co-optative and the other to be appointed by the Council acting through its Technical Education Board.

Hackney parochial charities.—In December, 1903, the Charity Commissioners issued a draft scheme for consolidating the charities in the parish of St. John, Hackney. The body of trustees were, as provided for in a former scheme, to consist of three *ex-officio* trustees, three representative trustees, and five co-optative trustees, the *ex-officio* trustees being the rector and churchwardens of the parish of Hackney. The representative trustees were, as formerly, to be appointed by the Hackney Borough Council, and the first co-optative trustees were specifically mentioned in the scheme.

When considering the proposed scheme we had before us certain suggestions made by the borough council. One of the suggestions was that the clause appointing the three *ex-officio* trustees (the rector and churchwardens of the parish) should be omitted from the scheme, and that the number of representative trustees should be increased from three to six. The Council, on our recommendation, adopted the suggestion, and also the suggestion that provision should be made in clause 38 of the scheme, that subscriptions or donations might be given, for the benefit of children residing in the ecclesiastical parish of St. John, Hackney, towards any Children's Holiday Fund. The Charity Commissioners were asked to amend the scheme accordingly.

W. E. MULLINS,
Chairman.

REPORT OF THE ESTABLISHMENT COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—R. A. Robinson, Deputy-Chairman of the Council.

Vice-Chairman—W. C. Steadman.

Allen, A. A.	Cleland, J. W.	Macdonald, J. R.
Alliston, F. P.	Elliott, G. S.	Sheffield, Lt.-Col. F.
Beachcroft, R. M.	Fletcher, J. S.	Smith, Edward
Bowerman, C. W.	Lawson, Peter	Yates, W. B.
Browne, E.		

The duties of the Establishment Committee relate to the following matters—(1) the appointment, pay, promotion, dismissal, or superannuation of the members of the staff (with the exception of the chief officers) employed at the central offices; (2) the care and management of the building known as the County Hall, comprising the council chamber, the offices attached thereto, and other adjacent houses taken for the purpose of carrying out the central administration of the council; (3) the control of the printing and stationery contracts, the supply of books and necessities at the central offices; (4) the arrangement, after consultation with the chairmen of other committees concerned, of the time and place of meeting of such committees, and the allocation of rooms for the same.

Meetings.

During their year of office the Committee held 22 meetings, and there were 14 meetings of sub-committees.

Staff.

The constantly increasing work of the Council has necessitated some addition to the staff.

The following table shows the number of officials at the central offices on *yearly* salaries each year since the Council came into office—

Department	Jan. 1889	Jan. 1890	Jan. 1891	Mar. 1892	Mar. 1893	Mar. 1894	Mar. 1895	Mar. 1896	Mar. 1897	Mar. 1898	Mar. 1899	Mar. 1900	Mar. 1901	Mar. 1902	Mar. 1903	Mar. 1904
Of the Clerk of the Council	32	37	45	44	46	47	49	49	50	51	51	55	62	65	73	90
Comptroller's ...	27	33	39	41	46	49	54	61	61	62	64	75	79	86	90	92
Engineer's ...	30	29	43	49	62	71	73	74	75	77	78	78	79	81	84	78
Architect's ...	36	31	49	54	55	65	65	64	61	64	70	72	79	89	94	95
Estates and Valuation	—	4*	16	18	19	19	20	21	27	29	33	38	40	43	50	50
Solicitor's ...	36	36	37	40	41	41	41	41	41	46	48	50	58	57	61	64
Chemical ...	3	3	4	7	8	7	9	10	11	11	11	11	12	11	14	13
Public health ...	—	2	4	7	9	11	13	14	14	14	14	16	17	14	9††	8
Public control ...	—	—	—	6†	7	7	7	7	8	8	9	9	9	10	10	9
Parks ...	—	—	—	—	11‡	15	15	14	14	14	15	15	15	16	17	17
Local government and statistical	—	—	—	—	—	7§	14	15	15	17	19	21	24	32	33	33
Housing ...	—	—	—	—	—	—	—	—	—	—	—	—	9**	10	11	12
	164	175	237	266	304	339	360	370	377	393	412	440	483	514	546	561

There are also about 364 temporary and other assistants at weekly salaries, 37 lady typists including 3 temporary typists, 77 messengers, caretakers, office cleaners, etc., 37 chainmen, and 65 charwomen.

Three officials and one chainman have died during the year; thirteen officials and lady typists and one messenger have resigned; and three officials and one watchman have retired with pensions, and the services of one official were dispensed with.

Examination for fourth-class clerkships.

We had under further consideration during the year the regulations with regard to the appointment of fourth-class clerks. Formerly these positions were obtained as the result of open competitive examinations conducted by the City of London College, the fee being paid by the candidates, and speaking generally no appointments were made to the fourth class unless the candidate had obtained a good position in the above-mentioned examination. We thought that this limited field of selection was undesirable, in the interests of the Council's service, and we therefore considered in what way, while retaining the present open competitive examination, the field of selection of candidates might be broadened. As the result of our deliberations, we submitted the following outlines of an amended scheme, which the Council adopted.

The examination will be divided into two parts, viz.—I. preliminary, II. competitive.

Part I.—Preliminary.

Subjects—Handwriting, orthography, English composition, arithmetic, English history, geography, euclid, algebra, plane trigonometry.

Candidates who have passed or obtained certificates in any one of the following examinations will be exempted from sitting for part I. of the examination—

(a) Any one of the following matriculation examinations—The Universities of London, Liverpool and Birmingham, the Royal University of Ireland, the University of Wales, the Victoria University, Trinity College, Dublin, and the new University at Leeds.

(b) The Cambridge higher local examination.

(c) The Oxford, Cambridge or the Durham local examinations for senior students.

(d) Oxford and Cambridge (joint board) schools examination higher certificate.

(e) The leaving certificate given by the Scotch Education department (provided a higher grade certificate has been obtained in three subjects); the school leaving examination of the University of London.

Candidates who pass the preliminary or any of the alternative examinations shall sit for—

* Valuer's department formed out of architect's department.

† Public control department formed out of the department of the clerk of the Council.

‡ Parks department formed out of the department of the clerk of the Council and architect's department.

§ Statistical department formed out of the comptroller's department.

** Housing department formed out of the valuer's department.

†† Certain work and officials transferred to the department of the clerk of the Council.

Part II.—Competitive examination.

Subjects—(1) English language and literature (written and oral examination); (2 and 3) any two modern languages and literature (written and oral examination); (4) Latin; (5) English history; (6) Economics; (7) Outlines of English local government; (8) Elements of English law; (9) Mechanics (written and oral examination); (10) Chemistry (written and oral examination); (11) Physics (written and oral examination); (12) General knowledge (written and oral examination); (13) Bookkeeping and accountancy.

Any five of the above subjects to be taken, but general knowledge must be included in the five, and must be taken by all candidates.

There will be an examination in shorthand, and all candidates with a knowledge of this subject should sit for the examination, as there are some positions in the Council's service where shorthand is essential. The marks gained for shorthand will not however count in the general competition.

It is hoped that under the new scheme a larger number of candidates with higher educational qualifications will be induced to offer themselves for the Council's service.

Messengers.

When the scale of pay for messengers was fixed on 28th July, 1896, it was thought that 35s. a week was a fair maximum rate of pay for the ordinary position of messenger, the maximum hitherto having been 30s. a week; and Class I., which fixed the wages at 35s. rising to 40s. a week by 2s. 6d. a week a year for senior messengers and the senior hall porter, was only formed to include two or three positions to which more responsible duties were attached. Though we were still of opinion that 35s. was a reasonable maximum for the weekly pay of the ordinary position of messenger, we considered that the senior messenger in each department might go to a maximum of £2 after having served at the top of Class II. for a year, and that the position of assistant head messenger should also be included in Class I. The Council approved the proposals.

Charwomen.

The pay of charwomen, some 65 in number, employed at the central offices was fixed at 14s. a week. It was considered that in the case of those charwomen who had completed ten years' continuous service, and whose service had been satisfactory, the pay might be increased to 15s. a week, and the Council adopted the suggestion.

Additional strong-room accommodation.

The necessity of providing additional strong-room accommodation for important papers, contracts, plans, etc., relating to the Council's work also engaged our attention. The conclusion was come to that an efficient strong-room for the accommodation of a portion of the Council's records could be provided by enclosing a part of the area at the rear of Nos. 10, 12 and 14, Spring-gardens. The estimated cost of erecting and fitting up the room amounts to £339, and the Works department are carrying out the work.

Telephones—Central offices.

We had under consideration the question of renewing the agreement with the National Telephone Company which was entered into under the authority of the Council of 9th December, 1902, for the supply and operation of certain telephone lines at the central offices.

Under the scheme adopted by the Council, the number of exchange lines was increased from 2 to 7, and the rooms of the chairman and the vice-chairman and the deputy-chairman of the Council, and also the rooms of the heads of departments, the chief assistants and certain officials in each department, were connected with the domestic exchange room, which is situated off the main entrance hall. It was anticipated at the time that the increased telephonic communication would afford greater facilities for the transaction of the Council's work, and this expectation has been fully borne out during the current year.

We were satisfied that the agreement entered into with the National Telephone Company was an economical arrangement, and the Council on our recommendation renewed the agreement for another year.

With regard to the charges for lines not affected by the above agreement, a reduction has been made in the Council's annual expenditure for telephones to the extent of about £126 by substituting "exchange" lines for certain existing "private" lines.

Office accommodation.

The question of providing adequate office accommodation for the continuously increasing staff of the Council came before us on several occasions. During the past year Trafalgar House (11 to 15, Charing-cross) has been taken on lease, together with the upper floors and basement of No. 8, Warwick House-street (which includes a portion of the upper floors of 16, Cockspur-street). The Council has also acquired on the joint recommendation of the Improvements and Establishment Committees Messrs. Coutts' premises, 56 to 60, Strand, for the remainder of the lease, viz., about 11 years, for which it has been agreed to pay a premium of £8,000. Rooms at 22, Cockspur-street have also been taken, and also the second floor of 5 and 7, Spring-gardens. Notwithstanding these additions, however, the office accommodation is most unsatisfactory and precludes proper administration.

Various works in the offices have been authorised with a view of affording a better means of escape in case of fire.

The following table gives particulars of the office accommodation and the number of the staff, excluding the fire brigade, the staff at the asylums and schools, the works department, the tramways department, and other outdoor staff—

OFFICE ACCOMMODATION IN MARCH, 1889.

Situation.	Date of acquisition.	How held.	Rent.	How occupied.
Main building, facing St. James's-park	1859	99 years' lease from Midsummer, 1859	£ 3,600 (estimated)	†† See note.
10, 12 and 14, Spring-gardens	—	41 years' lease from Midsummer, 1884; rent £1,214 a year up to 1889, £1,350 a year for remainder of term.	1,350	
			£4,950	

ADDITIONAL OFFICE ACCOMMODATION TAKEN BY THE COUNCIL SINCE APRIL, 1889.

Situation.	Date of acquisition.	How held.	Rent paid or estimated rental value.	How occupied at the present time.	Number of persons.
8, Spring-gardens ..	July, 1889	Lease from Ladyday, 1894; 7, 14, or 21 years [The lease was determined by the lessor at Ladyday, 1901, and a renewal entered into for 21 years determinable by either party at the end of 7, 14, or 21 years.]	£ 350 s. d. - -	Local government and statistical and comptroller's departments	(Part of main building).
40 Craven-street ...	Feb., 1903	Lease renewed for 10 years, determinable by lessors at 6 months' notice	220 - -	Chemical	26
31, Spring-gardens ...	April, 1891	Lease from Ladyday, 1898; 13½ years	360 - -	Public control department	13
42 and 43, Cranbourn-street	—	Freehold; rent formerly adjusted between the Highways Committee and the Corporate Property Committee, but now paid under estimate of Establishment Committee, the premises not being exclusively used for electric testing station	240 - -	Electric testing station and engineer's department	20
6, Spring-gardens ...	Aug., 1893	Freehold	400 - - (estimated)	Local government and statistical and comptroller's departments	(Part of main building).
4, Spring-gardens ...	Dec., 1893	Lease from Christmas, 1893; 3¼ years, at £200 per annum, afterwards lease for 21 years at £275 a year	275 - -	Comptroller's department	
17, Pall-mall East (part of)	May and Nov., 1894	Yearly tenancy ...	520 - - and £50 for cleaning	Architect's department (general section)	11
9, Spring-gardens ...	March, 1895	Lease; 7, 14, or 21 years	550 - -	Estates and valuation department	69
15, Spring-gardens ...	July, 1895	Lease; 7, 14, or 21 years	450 - -	Architect's and valuer's departments	Architect's... 11 Valuer's ... 14
116, St. Martin's-lane	Nov., 1896	Lease; 7, 14, or 21 years	450 - -	Technical Education	22
55, Charing-cross (part of)	March, 1898	Lease; 7, 14, or 21 years	600 - -	Conveyancing branches of solicitor's department	34
3, Warwick-street ...	July, 1898	Freehold	975 - - (estimated)	Architect's department—Fire brigade and improvements sections	59
6, Waterloo-place ...	Nov., 1898	Lease; 18½ years ...	900 - - (estimated)	Asylums committee staff	37
8, St. Martin's-place (part of)	Nov., 1898	Lease; 7, 14, or 21 years	542 - -	Public health department	15
				Comptroller's department	8 —23

†† These premises, together with Nos. 4, 6 and 8, Spring-gardens and Nos. 25, 26 and 27, Cockspur-street, now comprise the main building.

Situation.	Date of acquisition.	How held.	Rent paid or estimated rental value	How occupied at the present time	Number of persons.
26 and 27, Cockspur-street [Part of ground floor and basement leased to Mr. E. Stanford]	Authorised by Council 21st Mar., 1899; purchase completed Jan., 1901.	Freehold	£ s. d. 2,000 - - [Excluding portion leased to Mr. Stanford] (estimated)	Engineer's department and the library	(Part of main building).
25, Cockspur-street... [Ground floor and basement leased by Council to Messrs. Lyons and Co.]	Oct., 1899 [Interest of the superior lessee acquired November, 1900]	Lease; 72½ years ...	600 - - [Estimated rental value of upper portion only]	Engineer's department	(Part of main building).
11, Regent-street ...	March, 1900	Lease; 18 years from March, 1900	450 - -	Parks department ...	... .. 22
15, Pall-mall East ... (part of)	Feb., 1903 Council acquired these premises in place of No. 18, Pall-mall East	Lease; 19 years from Ladyday, 1900, the lease being terminable at Lady-day, 1907	450 - -	Architect's department (general section)	... .. 26
22, Cockspur-street...	Nov., 1900	Freehold	See next column	The freehold of these premises when acquired by the Council was subject to a lease for £250 a year, which does not expire until Ladyday, 1907. 2 rooms acquired on 7th April, 1903, at £65 a year	Housing department. 2
21, Cockspur-street (part of)	March, 1901	Lease; 7, 14 or 21 years	300 - -	Local government and statistical	... .. 14
19, Charing-cross-road (part of)	Nov., 1901	Lease; 7, 14 or 21 years	2,800 - - (including rates, taxes and insurance)	Housing and measuring surveyor's branches of the architect's department	... .. 104
19, Charing-cross-road (part of)	April, 1902	Lease; 7, 14 or 21 years	750 - -	Department of the clerk of the Council (general service)	... .. 2 -106
23, Cockspur-street (part of)	July, 1902	Lease till Michaelmas, 1914; determinable by the Council at end of 7 years	400 - -	Stores branch of the department of the Clerk of the Council	... .. 6
16, Spring-gardens .	Nov., 1902	Weekly tenancy ...	150 - -	Housing department	... .. 12
11 to 15, Charing-cross (part of)	7 April, 1903	Lease; 21 years; determinable by the Council at the end of 7 or 14 years	2,100 - - (Including rates and taxes)	Engineer's department	... .. 11
11 to 15, Charing-cross (second floor)	13 Oct. 1903	Lease for 21 years, from Christmas, 1902, determinable at end of 3 7 or 14 years	900 - - (Including rates and taxes)	Architect's department, highways and factories sections	... .. 78
5 and 7, Spring-gardens (second floor)	26 May, 1903	Lease expiring in March, 1916	80 - -	Estates and valuation department	... .. 10
8, Warwick-house-street, excluding the ground floor and including a portion of the upper floors of 16, Cockspur-street	15 Dec., 1903	Leasehold expiring on Ladyday, 1911	400 - - (Including rates and taxes)	Department of the clerk, printing publishing and type-writing branch	... .. 43
56 to 60, Strand ...	9 Feb., 1904	Leasehold expiring about 1915	3,000 - -*	Possession not expected until the autumn of 1904	—

Office accommodation in March, 1889	...	...	...	Total rent paid or estimated.
" taken since April, 1889	...	...	...	£4,950 - -
				† 21,277 - -
Total	...	...	...	£26,227 - -

* The ground, first and second floors of No. 60, Strand, were sub-leased at the time of acquisition, for the term, at a rental of £515 per annum. The net cost to the Council in respect of the whole of the premises is, therefore, £2,485 per annum.

† This figure must be taken as an estimate only, and in several cases rates and taxes are included in the sum mentioned in the rent column.

The staff at the central offices is housed as follows—

Department.	Main building.	Outside offices.	Total.
Department of the Clerk of the Council (including typewriting branch)	123	51	174
Comptroller's	97	8	105
Engineer's	159	41	200
Architect's	38	289	327
Solicitor's	44	34	78
Chemical	—	26	26
Estates and valuation	—	93	93
Public health	—	15	15
Public control	—	13	13
Parks	—	22	22
Local government and statistical	29	14	43
Asylums	—	37	37
Technical Education	—	22	22
Housing	—	14	14
	490	679	1,169

It will thus be seen that there are more officials housed in outside offices than in the main building.

R. A. ROBINSON,
Chairman.

REPORT OF THE FIRE BRIGADE COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—Edward Smith.

Vice-chairman—Lewen Sharp.

Allen, A. A.	Elliott, G. S.	Rotton, Lieut.-Col. A.
Burns, J.	Gilbert, J. D.	Somerset, H. Somers
Cousins, J. Ratcliffe	Hardy, G. A.	Spokes, Russell
Davies, T.	Hubbard, N. W.	Taylor, H. R.
Dodson, G. E.		

The duty with which the Committee are entrusted by the Council is the control, maintenance, and management of the Metropolitan Fire Brigade, the force constituted by Parliament to deal with fires in London. Some of the Committee's work has up to the beginning of March, 1904, been distributed among sub-committees as follows—(1) the sub-committee on stores and accounts, who examined accounts and dealt with all questions affecting stores, gear, and the brigade workshops, and also considered all questions relating to the chief station, where the meetings of the sub-committee were frequently held; (2) the sub-committee on staff, who considered questions relating to the pay, lodging, and management of the staff; and (3) the sub-committee on buildings, who considered all plans for the erection of additional stations, and proposals for the enlargement and alteration of existing stations, and the periodic "defect lists" of stations, except that of the chief station. It has, however, been decided that for the ensuing year the only sub-committee shall be a general sub-committee. The number of meetings held during the year was 71.

EXPENDITURE.

The actual disbursements during 1903-4 on capital were £101,698 6s. 9d., and on maintenance £235,078 8s. 10d. Against the latter amount are to be set certain receipts amounting to £8,757 3s. 10d., leaving a net expenditure of £226,321 5s. This was partly met by (1) a contribution under the provisions of the Fire Brigade Act, 1865, of £10,000 by His Majesty's Government; and (2) a tax upon fire insurance companies at the rate of £35 per million of the gross amounts insured by them in respect of property in London. The insurance companies' contributions last year amounted to £34,316 5s. 7d. The balance of expenditure on maintenance was therefore £182,004 19s. 5d. The amount raised last year from the ratepayers in respect of the repayment of capital expended and the payment of interest was about £57,000, consequently the net cost of the brigade to the ratepayers last year was about £239,004.

The following table shows the expenditure on the brigade in 1888, the year before the Council came into existence, and the expenditure in each succeeding year—

Year.	Expenditure.						Raised from the ratepayers.												
	Maintenance Account.			Capital Account.			Total.			For maintenance.		For interest on, and repayment of, capital outlay (approximate).		Total.			Equivalent rate in £ on rateable value.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	d.			
1888... ..	115,425	8	4	47,631	18	1	163,057	6	5	78,157	8	5	26,680	-	-	104,837	8	5	819
1 Jan. to 21 March, 1889	27,490	16	7	13,056	-	-	40,546	16	7	19,725	7	2	6,685	-	-	26,410	7	2	204
21 March, 1889, to 31 March, 1890	127,066	6	3	20,670	12	8	147,736	18	11	84,773	13	-	26,015	-	-	110,788	13	-	842
1890-1	128,294	-	2	33,072	-	6	161,366	-	8	86,230	19	4	31,380	-	-	117,610	19	4	888
1891-2	136,026	18	2	22,457	11	1	158,484	9	3	92,145	6	8	29,690	-	-	121,835	6	8	884
1892-3	137,193	12	5	36,466	15	8	173,660	7	10	93,531	3	3	39,450	-	-	132,981	3	3	957
1893-4	151,693	6	-	81,368	12	4	233,061	18	4	106,395	15	1	38,265	-	-	144,660	15	1	1032
1894-5	168,280	7	7	66,192	6	4	234,472	13	11	123,623	16	5	42,555	-	-	166,178	16	5	1176
1895-6	153,826	15	6	54,016	13	-	207,843	8	6	107,651	9	5	47,165	-	-	154,816	9	5	1086
1896-7	164,726	-	5	74,521	-	5	239,247	-	10	118,904	4	6	47,535	-	-	166,439	4	6	1115
1897-8	173,662	19	4	30,808	5	4	204,471	4	8	126,704	14	4	49,665	-	-	176,369	14	4	1172
1898-9	195,123	6	11	38,737	7	5	233,860	14	4	148,012	11	8	49,470	-	-	197,482	11	8	1295
1899-1900	198,554	10	8	81,729	8	3	280,283	18	1	149,688	10	4	50,400	-	-	200,088	10	4	1297
1900-1	204,589	16	-	86,958	1	6	291,547	17	6	155,130	-	1	50,900	-	-	206,030	-	1	1317
1901-2	213,820	8	11	69,296	2	7	283,116	11	6	163,112	6	1	53,088	-	-	216,200	6	1	1308
1902-3	224,141	12	1	77,258	4	7	301,399	16	8	170,630	2	-	55,102	-	-	225,732	2	-	1351
1903-4	235,078	8	10	101,698	6	9	336,776	15	7	182,004	19	5	57,000	-	-	239,004	19	5	1412

PROTECTION FROM FIRE IN LONDON.

During the fifteen years the Council has been in existence it has considerably strengthened and improved the Fire Brigade. As regards buildings, it may be stated that *additional* full stations have been established at Dulwich, New-cross, Kingsland, Whitefriars, Lewisham, Paddington, Shepherd's-bush, West Hampstead, East Greenwich, Perry-vale, Homerton, Highbury, Rotherhithe-street (Pageant's-wharf), and Streatham, and an *additional* sub-station has been established at Vauxhall. New stations have been substituted for small and inconvenient buildings at Wandsworth, Shoreditch, Fulham, Brompton, Islington, Redcross-street (City), Euston-road and Clapham, and the existing stations at Kennington, Clerkenwell, Hampstead, Battersea, Whitechapel, Greenwich, Rotherhithe, Stoke Newington and Mile End have been very considerably enlarged. Two sub-stations, each with a pair of horses, have been established at North-end, Fulham, and Lee-green respectively in buildings which have been adapted for the purpose, and two small sub-stations without horses have been established in Battersea-park-road and at North Woolwich respectively. A building has been erected at Rotherhithe for the accommodation of the staff of the river-station at Cherry-garden-pier, and another building has been erected at Battersea for the accommodation of the staff of a river-station which has been established there. Arrangements are being made for the substantial enlargement and alteration of several stations, of which particulars are given later on in this report.

The appliances and staff of the brigade have also been very considerably increased, as will appear from one of the tables in this report.

In the annual report for 1897-8 the scheme approved by the Council on 8th February, 1898, for increasing the means of protection from fire in London was explained at considerable length. During the past year the Committee have devoted a large amount of time in connection with the arrangements for bringing further portions of the scheme into operation.

Additional full stations.

The position of affairs as regards the full stations (*i.e.*, those provided with a steam-engine as well as a horsed-escape) proposed by the scheme, as subsequently amended, is as follows. The stations at *West Hampstead*, *East Greenwich* and *Highbury*, which were erected by the Works Department, were opened on 6th February, 1902, 1st March, 1902, and 2nd April, 1903, respectively. The cost of the buildings has been £9,961 5s. 1d., £11,897 1s., and £10,392 11s. 3d. respectively. The station at *Homerton*, which was built by Messrs. Martin, Wells and Co., was opened on 1st November, 1902. The cost of the building was £7,972 18s. 10d. With regard to *Lee-green*, where some premises which contain only limited accommodation are being temporarily used as a sub-station, negotiations for the acquisition of a site for a new building having failed, the Council, by its General Powers Act of 1902, obtained authority to acquire compulsorily Nos. 9 and 11, Eltham-road. Terms have been arranged for the purchase of the freehold of this property. Sketch plans of the new station have been approved and the working drawings are being prepared. As regards *South Battersea*, the Council has acquired the freehold of the premises Nos. 61, 63, 65, 67, 69 and 71, Chatham-road, on the site of which the proposed station is to be built, and has purchased the rear portions of the gardens of ten adjoining cottages. This additional space will be useful for drill purposes. Sketch plans of the station have been approved and the working drawings are being prepared.

The three additional full stations the establishment of which was decided upon previously to the approval of the above-mentioned scheme in 1898 have all been completed. The stations at *Shepherd's-bush*, in Uxbridge-road, and at *Perry-vale*, erected by the Works Department, cost £12,870 16s. 7d. and £10,845 11s. 4d., and were opened on 23rd February, 1901, and 22nd March, 1902, respectively, and the station at *Streatham*, opposite Streatham-green, was completed and opened in December, 1903. The contract price of the Streatham station, which was erected by

Messrs. Potter Brothers, was £10,080. The temporary sub-station established on 31st March, 1900, in Mitcham-lane was discontinued on the opening of the new station.

Additional sub-stations.

As regards the sub-stations (*i.e.*, those not equipped with a steam-engine, but only with a horsed-escape) provided for in the 1898 scheme, as subsequently amended, the position of affairs is as follows—

At *Vauxhall* a sub-station has been erected on the Albert-embankment by the Works Department at a cost of £7,177 17s. 5d. The station was opened on 24th October, 1903.

The Council obtained authority by its General Powers Act, 1899, to acquire compulsorily premises at *Kilburn*, *Bayswater*, and *Limehouse*. The various interests in No. 138, Maida-vale have been acquired, and as a temporary measure the fire-escape and hose-cart formerly kept in Kilburn-park-road have been moved to the site and a street-station erected thereon, whereat firemen are on duty by day as well as by night. In the other cases Nos. 35, 36, 37, and 38, Pickering-place, and Nos. 10, 11, 12, and 13, Pickering-mews, Bayswater, and Nos. 139, 141, 143, and 145, Burdett-road, and No. 8, Baggally-street, Mile-end-road, have been acquired. All three sub-stations are in course of erection by the Works Department. The architect's estimates of the cost of the buildings are £7,000, £7,500 and £7,674 respectively. It has been decided that the station being erected at Limehouse shall be called the *Burdett-road* sub-station.

At *Eltham* the premises Nos. 160 and 162, High-street were acquired some time ago. The new sub-station is in course of erection by the Works Department. The architect's estimate of the cost of the building is £7,096. At the present time a watch-box is situated on the site, whereat a fireman is on duty by day as well as by night to receive fire-alarm calls, and transmit them to the superintendent's station of the district.

As regards the proposed *Herne-hill* sub-station, a piece of ground between Herne-hill and Milkwood-road has been acquired, and preliminary steps for the preparation of plans are being taken.

With regard to the proposed sub-stations in *Caledonian-road* and at *Plumstead*, parliamentary authority has been obtained to acquire compulsorily Nos. 158, 160, 162, and 164, Copenhagen-street, Caledonian-road, and Nos. 1, 3, 5, 7, 9, and 11, Lakedale-street, High-street, Plumstead. The purchase of one of the interests in the property in Copenhagen-street has been completed and terms for the acquisition of another interest have been arranged. Negotiations for the purchase of the remaining interests in the property are in progress. The staff of the brigade has been increased so as to admit of two men being on duty by day as well as by night at the fire-escape and hose-cart station in Caledonian-road.

With regard to the proposed sub-stations in *Camberwell-new-road*, and at *Upper Holloway*, *Brixton-hill*, *Charlton*, and *Roehampton*, inquiries and negotiations are proceeding with respect to various sites, but at the date of this report no definite decision has been arrived at with regard to any of them.

The question of providing at *North-end*, *Fulham*, a better station in place of the temporary sub-station in North-end-road, where at present it is only practicable to keep a manual engine and an escape drawn by hand, has been before the Committee, but a suitable site for a new sub-station has not yet been obtained. The need of keeping a horsed-escape in this locality is, however, considered of such importance that a temporary horsed-escape shed has been erected on a plot of ground belonging to the Ecclesiastical Commissioners near the existing station. This shed was completed in August, 1903. The horsed-escape is kept ready horsed and the horses are relieved periodically from the Fulham station.

The remaining locality in which a sub-station is to be provided is *Rushcy-green*, *Catford*, but no action has up to the date of this report been taken. There is at Catford a small and inconvenient station at which, however, a horsed-escape is now kept.

Additional stations not in the 1898 scheme.

As regards the two additional stations which, since the adoption of the 1898 scheme, the Council resolved to establish at *Wapping* and *East Rotherhithe* respectively, the position of affairs at the date of this report is as follows. In the first case, it was considered well to obtain nine small houses in Red Lion-street, Wapping, one more than was originally proposed. This property has now been acquired and quantities in respect of the erection of the station are being taken out. It is hoped that the work of erection will be commenced within the next few months. With respect to East Rotherhithe, a part of Pageant's-wharf, which has one frontage to the river Thames and another to Rotherhithe-street, was acquired by agreement, and the station, which is called the Pageant's-wharf station, has been erected by the Works department at a cost of £8,468 18s. 11d. The station was opened on 24th October, 1903. It is proposed to use the frontage to the river in connection with the repair of brigade craft, and a new concrete river wall and grid have been constructed for this purpose by Messrs. Mayoh and Haley. The cost of the work has been £2,550 17s. 2d.

New stations in substitution of existing stations.

Allusion has been made in past annual reports to decisions of the Council to build new and improved fire-stations in substitution of existing small and inconvenient ones in various localities.

A new station which has been erected by the Works department at *Clapham* was opened on 4th April, 1903. The cost of the station, which is the superintendent's station of the E district, has been £12,121 1s. 2d. The old Clapham station is being utilised for the accommodation of one of the officers of the brigade employed on the inspection of theatres, etc.

Authority was obtained by the Council's General Powers Act, 1901, to erect on property in Clarence-mews, High-street, *Kensington*, a new station in place of the existing station in King-

street. The freeholders of the site having intimated their willingness to accept for their interest the sum of £8,250, the site was purchased for that sum. The specification, quantities, drawings, etc., of the proposed new building were in due course prepared and referred to the Works Committee. That committee not being satisfied of the sufficiency of the architect's estimate of the cost of erecting the station, tenders were, in December, 1903, invited by public advertisement, and the tender of Messrs. Kerridge and Shaw, amounting to £10,980, was accepted on 9th February, 1904. It is anticipated that the new station will be completed by March, 1905.

It has been decided to build at *Brixton* a new station in substitution of the existing station, which was erected in 1867, in Ferndale-road, on ground of which the Council holds a lease. The building is of limited size, and is in many respects inconvenient, and it is not practicable to house in it all the staff of the station. A vacant site at the junction of Station-road and Gresham-road has been selected, and the Council has acquired for £1,000 a building agreement granted in respect of the ground. The agreement contains a covenant to erect certain buildings on the site by Christmas, 1903, and, as it was found impracticable to purchase the freeholder's interest by agreement, parliamentary authority was obtained by the Council's General Powers Act, 1903, to acquire the site compulsorily. Terms have now been arranged for the purchase of the freeholder's interest, and plans of the new station are in course of preparation.

It was originally proposed to enlarge the existing *Deptford*, *Old Kent-road* and *Isle of Dogs* stations, and for this purpose the Council acquired (a) Nos. 188 and 190 (formerly Nos. 114 and 115) Evelyn-street, Deptford, adjoining the Deptford station, (b) No. 306, Old Kent-road, adjoining the Old Kent-road station, and (c) the freehold of the Isle of Dogs station and a piece of adjoining ground. Having regard, however, to past experience in the direction of altering buildings used as fire-stations, it was considered more advantageous to the Council to erect entirely new stations. The new stations are now being erected by the Works department, the estimated cost being £10,350, £10,650 and £11,300 respectively. The new Deptford station will shortly be completed.

On 31st March, 1903, the Council decided to acquire from the Ecclesiastical Commissioners for £10,500 the fee simple of a site having an area of 8,226 feet super in Greycoat-place, near the junction of that thoroughfare with Strutton-ground, for the erection thereon of a station in substitution of the existing *Westminster* station in Francis-street. The latter building is only 1,900 square feet in area, and the station is consequently limited in size, and inconvenient in many respects. The purchase of the site has been completed, and preparation of plans of the new building is in progress.

The Committee have had under further consideration the question of dealing with the *Holloway* station, which was built in 1871. The inadequacy of the station was brought to the Council's notice some years ago, and eventually three houses in Mayton-street, on which the yard of the station abuts, were acquired. On 13th October, 1903, the Council decided to acquire the freehold of No. 1A, Hertslet-road, which is at the junction of Mayton-street and Hertslet-road, for £2,000, and authorised the Committee to make preliminary arrangements for the erection of a new fire-station on the site of Nos. 80, 82 and 84, Mayton-street, No. 1A Hertslet-road, and the yard of the Holloway station. Under this arrangement the existing station, viz., No. 38, Seven Sisters-road, will be disposed of on the completion of the new station.

The existing *Watling-street* station consists of Nos. 67, 68 and 69, Watling-street, which are held on a building lease for a term which will expire on 25th March, 1907. The station is a most inconvenient one, the stables are underground, the accommodation for the staff is inadequate, and it is impossible to keep either a horsed-escape or a long ladder at the station. After considerable inquiry it came to the Committee's knowledge that it might be possible to acquire Nos. 86 and 88, Queen Victoria-street, and Nos. 30 and 32, Cannon-street, and on 3rd February, 1903, the Council authorised expenditure of £1,500 for which sum the interest of the occupying lessees of No. 88, Queen Victoria-street and No. 30, Cannon-street was acquired, and subsequently it was decided to acquire the interest of the occupying lessees of the other two houses for £2,500. There remain to be dealt with the superior lessees and the freeholders of the property, and as regards these the Council on 10th November, 1903, decided to seek in the present session of Parliament authority to acquire the interests compulsorily. Plans of the new station are being prepared.

The existing *Knightsbridge* station is not large enough to accommodate the staff of a full station. It is out of sight, being up a mews off the Brompton-road, and is inconveniently arranged; but the greatest difficulty is that it is impossible to keep a horsed-escape or a long ladder there. For more than three years search has been made for a suitable piece of ground on which a new station could be built, and which could be acquired for a reasonable sum. Of several to which the Committee's attention was called the least expensive of those which would serve the purpose was a piece of vacant ground at the junction of Hooper's-court with Basil-street, immediately opposite Pavilion-road. The Committee accordingly on 10th November, 1903, recommended the Council to seek in the present session of Parliament authority to acquire the property compulsorily, and the Council adopted the Committee's recommendation. Negotiations were opened with the owner of the property, who declined to sell the freehold, but was prepared to grant to the Council a 500 years' lease of the site, 7,575 square feet in extent, at a ground rent of £790 a year, the Council to have the option of obtaining a reduction of the ground rent to £10 a year at any time within ten years from the beginning of the lease on payment of £20,000. On 22nd March, 1904, the Council decided to enter into an agreement to take, subject to the approval of Parliament, a 500 years' lease of the ground in question.

The Committee have considered the question of the course to be taken for the better protection of the districts to the south and west of Plumstead-common in view of the fact that a horsed-escape from the Woolwich station or from the sub-station to be erected at Plumstead, would have to be drawn up hills so steep as to make it impossible for the appliance to reach the locality referred to in sufficient time to ensure life being saved on the occasion of fire. After inspecting the district on two occasions, the Committee came to the conclusion that the present *Shooter's-hill*

station should be given up, and that in place of it a new station should be erected on a piece of ground at the junction of Shrewsbury-lane and Eaglesfield-road. On 10th November, 1903, the Council decided to seek in the present session of Parliament authority to acquire the ground compulsorily.

Enlargement and alteration of existing stations.

During the past year arrangements have been made with a view to the substantial enlargement and alteration of certain stations.

It is found necessary to enlarge some of the older stations in order either to suitably accommodate horsed-escapes or to house therein part of the staff for whom lodgings have to be hired outside, and in some of these cases it has been necessary for the Council to obtain statutory authority to purchase compulsorily the property required. Authority was given by the Council's General Powers Act, 1900, for the acquisition, *inter alia*, of the freehold of the stations at *Mile-end* and *Hammersmith*, which premises were held on building leases. In the first case the freehold interest was acquired for £1,625, and the Council on 29th April, 1902, sanctioned an expenditure of £9,000 for the work of enlarging the station. The work was executed by the Works Department at a cost of £8,246 1s., and the enlarged station was formally opened on 18th June, 1903. With respect to the Hammersmith station the freeholder's interest was acquired for £1,500, but it is not considered necessary, at present at all events, to substantially alter the station as was originally proposed. Better accommodation has, however, been provided for the horsed-escape kept at the station.

The need of providing at the *chief station* in Southwark-bridge-road further accommodation, particularly in connection with the workshops and with storage place for appliances of various kinds, has for some time been felt, and some property in Southwark-bridge-road adjoining the station being in the market, the Council has acquired for £5,000 the freehold of the premises Nos. 90, 92, and 94, Southwark-bridge-road, No. 1, Cannon-row, and Nos. 3 to 14, Goldsmith's-place.

In addition to the substantial alteration and enlargement of stations mentioned above, minor alterations have been and are being carried out at various stations with a view to increasing the efficiency of such stations.

IVER SERVICE.

It was stated in the last annual report that terms had been arranged for the acquisition of three houses in Deptford-park-terrace, which the Council obtained parliamentary authority to acquire compulsorily for the permanent accommodation of the staff of the recently established river-station off the Royal Victualling Yard, Deptford. The purchase of the property has now been completed.

The Council about five years ago determined to have constructed an experimental shallow-draught fire-float containing pumping and propelling machinery, but, owing to various difficulties which were met with, it was not until July, 1899, that a contract was entered into for the construction of such a vessel. This craft (which is called the *Alpha*, and cost about £6,300) was built to a design and specification submitted by the late chief officer, and was delivered in September, 1900; consequently some considerable experience has been gained of the vessel. The superiority of the *Alpha* over the craft which it superseded has been conclusively demonstrated, and, having regard to the facts which were placed before them to show the advantages of the vessel, the Committee considered it very desirable that the Council should have built another of the same type, modified in certain respects as experience had proved to be desirable. On 13th May, 1902, the Council decided that tenders should be invited by public advertisement for the construction of the proposed new float. Subsequently it was considered desirable to employ Mr. F. J. Trewent, a naval architect, to prepare a design with specification and drawings of the proposed new fire-float, and to supervise the construction of the vessel. It was the Committee's idea, when they recommended the Council to invite tenders for the new float, that the proposed vessel should be almost exactly similar to the fire-float *Alpha*, but the design prepared by Mr. Trewent, and subsequently approved by the Committee, is for a vessel the cost of which will exceed that of the *Alpha*. The new float will have a draught of three feet, and will be capable of steaming ten miles an hour. An advertisement inviting tenders was issued in April, 1903, and the tender of Forrestt and Son, Limited, amounting to £7,747, was accepted on 26th May, 1903. The work of constructing the new vessel, which will be called the *Beta*, is proceeding.

It was originally intended that the pumps for the new float should be taken out of two of the brigade rafts, and that on the new float being delivered a tug and the hulls of the two rafts in question should be disposed of. On further consideration, however, it was decided to have fixed in the new float four entirely new pumps, thus increasing the pumping power by one-third above that arranged for. It was also determined to retain one of the rafts and that the tug to be sold should not be the one originally proposed, but an older one. The estimated financial effect will be (a) to increase the charge on maintenance from £2,034 to £2,148, and (b) to increase the capital expenditure from £5,963 to £8,363. The proposal was agreed to by the Council on 1st March, 1904, when it was resolved to invite tenders for the supply of the new pumps, and on 22nd March, 1904, the Council accepted an offer of Mr. F. J. Trewent, the naval architect employed in connection with the construction of the *Beta*, to prepare a specification of the new pumps and gear connected therewith, and to supervise the construction and fitting of the apparatus. It may be mentioned that on the *Beta* being available for service with the new pumps referred to changes will be made in the river service which, whilst not diminishing the efficiency of the service, will result in a substantial saving annually in the cost of maintenance.

STREET STATIONS.

During the past year there have been substituted for the watch-boxes formerly kept in St. Martin's-le-Grand and Bartholomew-close and in Copenhagen-street, Caledonian-road, structures known as street-stations, where firemen are accommodated more comfortably than in a watch-box.

TRACTION OF FIRE APPLIANCES.

The Council on 2nd December, 1902, decided to accept the offer of the Wolseley Tool and Motor Car Company, Limited, to supply for £750 an experimental 10 h.p. tractor to a design prepared by the late chief officer, the idea being that the appliance could be used to draw either an engine or a ladder mounted on a van. The offer was accepted on the understanding that, if the appliance was found after trial to meet the requirements, and the Council desired to obtain six more machines, the company would not only supply such six for £600 each, but would reduce to a like sum the price of the experimental tractor. The experimental tractor has now been delivered by the company, and trials with the appliance are being made.

On 19th May, 1903, the Council authorised the purchase from the Long Acre Motor Car Company, Limited, for £370 of a 10 h.p. Wolseley motor chassis, to be utilised first for experimental purposes at the chief station and afterwards as part of a fire appliance at an out-station. On 23rd June, 1903, and 8th December, 1903, the Council authorised further expenditure of £29 and £10 2s. respectively in connection with the appliance, thus making the total cost £409 2s. A set of pumps removed from an appliance now belonging to the brigade has been attached to the chassis, which also carries a ladder and a first-aid fire-extinguishing appliance of the kind described below.

FIRST-AID FIRE-EXTINGUISHING APPLIANCES.

On 17th February, 1903, the Council authorised the purchase of four small first-aid fire-extinguishing appliances made to a specification prepared by the late chief officer. These machines, which are carried on horsed-escapes, are capable of ejecting a quantity of water sufficient to hold a fire in check pending the arrival of a steam-engine, and are especially useful in districts in which the water pressure is low. Subsequently several more of such machines were constructed in the brigade workshops, and on 24th November, 1903, the tender of the Farringdon Works and H. Pontifex and Sons, Limited, to supply a further eight such machines was accepted by the Council. Nearly all of the first-aid appliances have been fitted to the vans of horsed-escapes at various stations.

TITLE OF THE BRIGADE.

The title of the force constituted by Act of Parliament (28 and 29 Vic., cap. 90) to deal with fires in London is the "Metropolitan Fire Brigade." The word metropolitan is, however, used in connection with authorities (*e.g.*, metropolitan police, metropolitan water board, and metropolitan gas companies) of an area of which the administrative county of London forms part only. The title "Metropolitan Fire Brigade" is therefore misleading, and the Council has consequently caused to be inserted in its General Powers Bill, 1904, now before Parliament a clause providing that the title of the brigade shall be the "London Fire Brigade," and that the title of the chief officer of the brigade shall be "chief officer of the London Fire Brigade."

INSPECTION OF PUBLIC BUILDINGS.

During the year the Committee have had under special consideration the question of the practice of allowing the fire brigade to inspect buildings. For many years past it had been the practice when the authorities of public institutions applied for advice in connection with the fire arrangements of the buildings under their control, to allow the desired service to be rendered by the fire brigade, on the understanding that neither the Council nor the brigade undertook any responsibility in the matter, or received any fee in respect of the assistance given. The work had been done without any addition being made to the staff of the brigade, but, at times, difficulty was experienced in doing the work, which necessarily occupied a considerable amount of time. The inspection was, however, save in the case of certain Government buildings, not periodic, but was made once for all.

In the early years of the Council's existence the requests for assistance were few in number, but during the last year or so the requests for assistance of the kind referred to have become more numerous. It was felt that the practice which had obtained in the past was not entirely satisfactory, for, notwithstanding the disclaimer of responsibility alluded to above, it is possible that, should loss of life from fire occur in an institution with regard to which the fire brigade had at any time given advice, persons unacquainted with the facts might attempt to attach responsibility to the Council as well as to the brigade, even though the inspection by fire brigade officers might have taken place years before the fatality occurred, and even though the advice given might not have been acted upon. After carefully considering all the aspects of the question, the Committee came to the determination that, without express instructions from the Council, it would not allow advice to be given by the brigade with regard to any buildings except those belonging to the Government, and theatres and common lodging-houses.

On 26th May, 1903, the Committee reported to the Council on the matter, and intimated that they proposed to reply to applications for advice with regard to the fire arrangements of public buildings to the effect that the Council regretted to be unable to accede to the requests, and the Council approved of the course proposed to be taken.

INSPECTION OF THEATRES, ETC., AND COMMON LODGING-HOUSES.

On 7th February, 1899, the Council decided that the brigade should undertake the periodic inspection of theatres, etc., in London, and for that purpose increased the authorised strength of the brigade by one superintendent and two other officers. Since then, as the number of inspections necessary has increased, the staff specially engaged on the inspection of theatres, etc., has been

augmented, and now comprises a superintendent, a district officer, five station officers, and a clerk, and the cost of these officers is charged to the theatres account.

By part IX. of the London County Council (General Powers) Act, 1902, the Council is charged with the duty of licensing common lodging houses in London and the Public Health Committee called upon the chief officer of the fire brigade to inspect all such buildings in the county with a view of seeing that proper means of escape were provided thereat in case of fire, and that proper precautions were taken to prevent, as far as possible, the outbreak or spread of fire. In order to enable the brigade to undertake this duty the Council increased the staff of the brigade by two station officers, the Public Health Committee having agreed to the cost of such officers being charged to the account in respect of the supervision of common lodging-houses.

In addition to the staff mentioned above, a portion of the cost of another clerk, employed at the chief station to a large extent on work arising out of the inspection of theatres, etc., and common lodging-houses, is charged partly against the theatres account and partly against the account in respect of the supervision of common lodging-houses.

STAFF.

Chief officer.

In June, 1903, Captain Lionel de Lautour Wells, R.N. (retired), tendered the resignation of his appointment as chief officer of the fire brigade. It being understood that Captain Wells's decision to resign was irrevocable, the Council received the resignation with regret, and placed on record its high appreciation of the zeal, fidelity, and ability with which he had served London and the Council as chief officer of the fire brigade. Captain Wells's resignation took effect from 21st July, 1903. On 28th July, 1903, Captain James de Courcy Hamilton, R.N., was appointed chief officer of the brigade.

Generally.

During the year 1903 one member of the brigade lost his life in the execution of his duty; five members died of natural causes; 24 members were discharged in consequence of infirmity, 11 with gratuities, and 13 with pensions according to their length of service; 1 retired with the pension to which he was entitled under the regulations on completion of 28 years' service; 84 left the brigade for various reasons of their own (in some cases to take other employment for which their training in the brigade qualified them); and 4 were dismissed for misconduct. Thus there were in all during the year 119 changes in the staff.

On 31st March, 1904, there were on the pension list 215 persons, as follows—1 chief officer, 11 superintendents, 1 foreman, 80 engineers or station officers, 64 first-class firemen, 10 second-class firemen, 15 third-class firemen, 5 fourth-class firemen, 7 coachmen, 10 widows, and 11 children of officers and firemen. The amount paid in respect of pensions during the last financial year was £16,164 7s. 8d.

The annual review of the brigade took place on Clapham-common on 11th July, 1903, when, in the absence of Lady Monkswell, the wife of the chairman of the Council, Lady Vere Hughes presented medals for long service and good conduct to one officer, 9 firemen, and one coachman, and silver medals for extraordinary bravery to station officer William J. May and third-class fireman Laurence A. B. Peile, to whom such medals had been awarded by the Council for their conduct on the occasion of a fire in Great Alie-street, Whitechapel, on 23rd March, 1903, when they rescued a child. Certificates were also presented to two officers and 17 firemen who had been commended in brigade orders for bravery at fires.

Particulars as to authorised strength.

The authorised staff of the brigade is now composed as follows—

1	chief officer.
1	second officer.
1	third officer.
1	senior superintendent.
7	superintendents.
7	district officers.
85	station officers.
170	first-class firemen.
152	second-class firemen.
630	{ third-class firemen.
	{ fourth-class firemen.
36	men under instruction.
181	coachmen.
17	licensed watermen, for navigating tug-boats, river-engines, etc.

1,289 Total of fire staff.

1	store officer.
1	stores clerk.
6	office clerks.
1	assistant storekeeper.
1	junior stores assistant.
1	stores porter.
1	workshops clerk.
1	permanent assistant employed on hydrant work.
3	temporary assistants ditto.
3	temporary inspectors ditto.
1	junior clerk ditto.
1	assistant in charge of brigade workshops
1	working foreman in ditto.
39	mechanics and labourers in ditto.
1	telephone attendant.

1,351 Total of fire staff and office and workshop staff.

The authorised strength of the brigade is as follows—

- 1,289 officers and men, including coachmen, pilots, and men under instruction.
- 72 land fire-stations, of which 62 are equipped with steam fire-engines and horsed-escapes, 4 with steam fire-engines and manual fire-escapes, 1 with a manual fire-engine and a manual fire-escape, and 5 with horsed escapes.
- 2 small sub-stations without horses.
- 19 permanent street-stations with fire-extinguishing and life-saving appliances.
- 18 fire-escape stations (not included in above).
- 3 fire-escape and hose-cart stations.
- 1 hose-cart station.
- 1 hose-and-ladder-truck station.
- 5 river-stations.
- 1 self-propelling fire-float.
- 4 steam tugs.
- 9 barges, 5 carrying engines, and 4 being used as store barges.
- 5 steam fire-engines on barges.
- 80 land steam fire-engines.
- 15 six-inch manual fire-engines.
- 2 small manual fire-engines, called curricles.
- 46½ miles of hose.
- 100 hose-carts.
- 5 hose-and-ladder-trucks.
- 7 hose-tenders.
- 97 vans for carrying fire-escapes, hose, coal, and stores.
- 7 vehicles for use of officers when inspecting stations, etc. (including one motor-car).
- 184 fire-escapes.
- 29 long fire-ladders.
- 1 motor tractor.
- 1 motor chassis.
- 304 horses.

The following table shows the increase made in the stations, appliances, and staff of the brigade during the fifteen years the Council has been in existence—

	Stations.			Appliances.						Horses (hired).	Authorised staff, excluding men under instruction.				
	Land (with horses).	Sub-stations (without horses).	Permanent street-stations.	Land steam fire-engines.	Hose-carts.	Long ladders.	Horsed-escapes.	Fire-alarms.	Hydrants fixed or ordered.		Officers.	Firemen.	Coachmen.	Pilots.	Total.
31st March, 1889	55	—	7	48	80	9	—	358	8,881	131	69	525	67	16	677
1904	72	2	19	80	100	29	67	974	27,701	304	103	952	181	17	1253
Increase	17	2	12	32	20	20	67	616	18,820	173	34	427	114	1	576

FIRE-ALARMS AND TELEPHONES.

The electric fire-alarms in the public thoroughfares continue to be found of great service, 2,830 calls having been given by means of them last year. When the Council came into existence in 1889 there were 358 fire-alarms. The present number is 974, but there still remain to be fixed a number the provision of which has already been authorised. The fire-alarm posts are still misused for the purpose of giving false alarms, but fortunately not to the same extent as a few years ago. The number of malicious false alarms thus communicated last year was 126, that is, 41 less than in the previous year. The Council's General Powers Act of 1893 declares it an offence to give a false alarm of fire to the brigade by means of a fire-alarm or otherwise, and enacts that an offender shall be liable to a penalty not exceeding £20, but in only seven cases last year were offenders actually detected in the act of unnecessarily pulling fire-alarms, although in other nine cases persons were taken into custody for unnecessarily breaking the glass in alarm posts. Some of the offenders were dealt with by the magistrates in an exemplary manner.

Reference has been made in past annual reports to the utilisation of the fire-alarm posts for the transmission of telephonic messages, in order to enable messages from fires to be sent from the nearest post, thus obviating in many cases the necessity of sending back a mounted coachman with a written message. All the fire-alarm posts in London are now adapted for the transmission of messages by telephone.

There are 125 lines of communication by telephone between fire brigade stations and 30 between fire brigade and police stations. Each of the 19 superintendent's stations of the metropolitan police is now telephonically connected with the nearest superintendent's station of the brigade. Electric communication also exists between fire-stations and 220 public and other

buildings, and, in addition, 18 exchanges of the Post Office and the National Telephone Company are connected with fire brigade stations.

In the past tenders have been obtained for the work of providing and fitting the electric bells required at each new fire-station, while the maintenance of all the electric bells in use in the brigade, and of a telephone installation at the chief station has been the subject of a contract with a private firm. It was considered that, as all the street fire-alarms and the telephonic apparatus used by the brigade were supplied and maintained by the Post Office, it might be advantageous if that department would also undertake the provision and maintenance of electric bells. After negotiation with the Post Office on the matter, the Council on 9th February, 1904, accepted an offer of the department to maintain in consideration of payment at the rate of 5s. a bell a year the whole of the electric bell apparatus in fire-stations, such payment to include the provision and fixing of new bell apparatus in new stations and additional bells at existing stations. The arrangement will hold good for three years from 1st April, 1904, and may be continued thereafter from year to year until determined by three months' notice on either side. On 16th February, 1904, the Council accepted the offer of the Post Office to maintain, as from 1st April, 1904, the small telephone installation at the chief station in consideration of an annual payment by the Council of £1 a telephone.

PARTICULARS AS TO FIRES, ETC.

The chief officer in January last made his annual report, from which most of the following statistics for the year 1903 are taken.

The number of calls for fires or supposed fires received during the year was 4,644. Of these 238 proved to be calls for chimneys on fire, and 1,006 were false alarms. The remaining 3,400 were calls for fires, of which 61 were classed as serious, and 3,339 as slight. These figures refer to the regular calls for fire, or supposed fires, involving the turning out of firemen, fire-escapes, fire-engines, and horses. They do not include trifling damages by fire which were not sufficiently important to require the attendance of firemen; nor do they include the ordinary calls for chimneys on fire, which are separately mentioned below. It may be of interest to state that of the 3,400 fires, 1,282 were put out by persons not belonging to the brigade, 1,013 were extinguished by the use of buckets, 375 by means of hand-pumps, 550 by hydrants and stand-pipes, 92 by land steam fire-engines, and 4 by river engines; whilst 43 were beaten out with sticks. In the remaining 41 cases the brigade was called consequent on explosions. River steam fire-engines were used in addition to land engines for fire extinction on 13 occasions as well as on the four mentioned above.

The proportion of fires last year returned as serious was about 1·794 per cent. of the total number. Although it is difficult to lay down a hard-and-fast rule by which to distinguish serious fires from other fires, it should be mentioned that the prominent factor in determining whether a fire is to be classed as serious is the amount of water required to extinguish the outbreak. The number of fires in London during the last 10 years, and the proportion of serious to slight fires, are shown by the following table—

Year.	Number of fires.			Percentages.	
	Serious.	Slight.	Total.	Serious.	Slight.
1894	151	2,910	3,061	4·9	95·1
1895	142	3,491	3,633	3·9	96·1
1896	122	3,494	3,616	3·4	96·6
1897	168	3,332	3,500	4·8	95·2
1898	205	3,380	3,585	5·7	94·3
1899	216	3,630	3,846	5·6	94·4
1900	115	3,270	3,385	3·4	96·6
1901	99	3,585	3,684	2·7	97·3
1902	76	3,498	3,574	2·1	97·9
1903	61	3,339	3,400	1·8	98·2

The number of occasions on which life was seriously endangered by fire during the year 1903 was 266, and the number of occasions on which life was lost was 74. The number of persons whose lives were seriously endangered by fire, that is to say, the number of persons who left or were taken out of buildings by irregular means, was 369, of whom 283 were saved, and 86 lost their lives. Of these 86, 20 died and were removed before the brigade was called, 7 were found dead by firemen, and 59 were taken out alive, but succumbed afterwards.

The number of calls for chimney fires was 933, this number being in addition to the calls for fires mentioned above. Of these 251 proved false alarms, and 682 were for chimneys on fire.

During the year there were three cases in which the water supply at fires was unsatisfactory.

HYDRANTS.

By the 34th section of the Metropolis Water Act, 1871, a water company is empowered, after it has given a constant supply of water in any district, to notify the fact to the Council, which is thereupon required to specify what fire-plugs or hydrants it requires the company to provide in the district, and the company is bound to provide and fix them at the Council's expense. Should the Council fail to specify within two months what plugs or hydrants it requires, the company is at liberty to fix such plugs or hydrants as it may think proper, charging the Council with the cost of them.

A constant supply of water is now provided throughout those parts of the areas of the eight water companies that are within the county of London, with the exception of those portions of the districts of the Kent, Lambeth, and New River Companies which are above the height at which the companies in question are by statute compelled to provide, if called upon so to do, a constant supply. Consequently the Council has not, during the past twelve months, had occasion to put in operation the power which it has under the 8th section of the Act of 1871, of requiring a water company to provide a constant supply of water within a part of its district.

Under the agreement come to with the companies for the insertion of branches in pipes laid by them in new roads, or in thoroughfares in which paving operations might be imminent, with which branches hydrants can be connected as soon as the footways are in a proper condition for the hydrants to be laid, arrangements have been made during the past year for the fixing of a few hydrants included in the table below.

The following is a statement of the number of hydrants which the metropolitan water companies have been required to provide for fire-extinguishing purposes since the passing of the Metropolis Water Act, 1871—

Water Company.	Locality.	No. of hydrants.	Date of order.
Chelsea Water Company ...	Number ordered by the Council previously to 31st March, 1903 ...	1,758	
	Townmead-road, Fulham ...	5	1903, Oct. 13
	Birdcage-walk, St. James's-park ...	2	1903, Oct. 20
	Kelvedon-street, Childerley-street and Inglethorpe-street, Fulham ...	3	1904, Jan. 26
		1,768	
East London Water Company	Number ordered to be fixed in the Company's district previously to constitution of the Council ...	2,313	
	Number ordered by the Council previously to 31st March, 1903 ...	1,506	
	East Ferry-road and Mellish-street, Isle of Dogs ...	4	1903, May 12
	Millwall, Clapton-park and Lea-bridge ...	6	1903, May 26
	Cordova-road, Bethnal-green ...	1	1903, May 26
	Hollybush-gardens, Bethnal-green-road ...	1	1903, July 28
	Fletching-road, Clapton ...	1	1903, Oct. 6
	Mare-street, Ivydene-road and Duncan-street, Hackney	4	1903, Oct. 27
	Mare-street, Hackney ...	1	1904, Jan. 26
	Moresby-road, Clapton ...	2	1904, Feb. 9
	Knightland-place, Upper Clapton ...	1	1904, Feb. 23
		3,840	
	Number ordered to be fixed in the Company's district previously to constitution of the Council ...	175	
Grand Junction Water Company	Number ordered by the Council previously to 31st March, 1903 ...	1,462	
	Shepherd's-bush and Kensington ...	5	1903, June 23
	Adelaide-road, Shepherd's-bush ...	1	1903, Oct. 6
	Ormiston-road, Shepherd's-bush ...	1	1904, March 22
		1,644	
Kent Water Company ...	Number ordered to be fixed in the Company's district previously to constitution of the Council ...	1,603	
	Number ordered by the Council previously to 31st March, 1903 ...	1,484	
	Trafalgar-road, Greenwich ...	3	1903, May 12
	Queen's-road, Peckham, Old Kent-road and New-cross-road ...	20	1903, May 12
	Greenwich, Deptford, and New-cross-road ...	27	1903, May 19
	Lewisham ...	6	1903, May 19
	Grove-street, Deptford ...	4	1903, May 26
	New roads at Greenwich and Blackheath ...	11	1903, June 23
	Griffin-manorway and White Hart-lane, Plumstead ...	3	1903, June 23
	Sportsbank-road, Thornden-street and Torridon-road, Lewisham ...	7	1903, July 14
	Avignon-road, Aspinall-road, Dundalk-street and Revelon-road, Brockley ...	4	1903, Nov. 17
	Gillian-street, Mercy-terrace, Wearside-road, Chudleigh-street and Ivy-lane, Lewisham ...	7	1903, Dec. 22
	Abbey-wood and Plumstead ...	5	1904, Feb. 2
	Oakcroft-road, Blackheath ...	2	1904, Feb. 9
	Eltham ...	8	1904, Feb. 23
	Anchor-and-Hope-lane, Woolwich-road ...	2	1904, March 1
		3,196	
	Number ordered to be fixed in the Company's district previously to constitution of the Council ...	1,693	
	Number ordered by the Council previously to 31st March, 1903 ...	2,597	
	Boveney-road, Forest-hill ...	1	1903, May 19
	Calders-row, Brixton-hill ...	1	1903, Oct. 6
	Balham and Clapham ...	15	1903, Oct. 13
	Brockley and Lower Sydenham ...	5	1903, Oct. 27
	West Norwood and Herne-hill ...	9	1903, Nov. 3
	Turney-road, Dulwich ...	3	1903, Dec. 1
	Salehurst-road and Ewhurst-road, Lewisham ...	2	1903, Dec. 15
	Deerdale-road, Oakbank-grove, and Ferndene-road, Herne-hill ...	4	1904, Feb. 9
	Brixton and Streatham ...	23	1904, Feb. 23
		4,353	
Lambeth Water Company..	Number ordered to be fixed in the Company's district previously to constitution of the Council ...	1,693	
	Number ordered by the Council previously to 31st March, 1903 ...	2,597	
	Boveney-road, Forest-hill ...	1	1903, May 19
	Calders-row, Brixton-hill ...	1	1903, Oct. 6
	Balham and Clapham ...	15	1903, Oct. 13
	Brockley and Lower Sydenham ...	5	1903, Oct. 27
	West Norwood and Herne-hill ...	9	1903, Nov. 3
	Turney-road, Dulwich ...	3	1903, Dec. 1
	Salehurst-road and Ewhurst-road, Lewisham ...	2	1903, Dec. 15
	Deerdale-road, Oakbank-grove, and Ferndene-road, Herne-hill ...	4	1904, Feb. 9
	Brixton and Streatham ...	23	1904, Feb. 23
		4,353	

Water Company.	Locality.	No. of hydrants.	Date of order.
New River Company	Number ordered to be fixed in the Company's district previously to constitution of the Council	1,769	
	Number ordered by the Council previously to 31st March, 1903	3,658	
	North-road, Islington	3	1903, April 7
	Kentish-town	9	1903, May 19
	St. John's-square, Clerkenwell	1	1903, May 19
	Stoke Newington-road	1	1903, July 7
	Drummond-street, Hampstead-road	1	1903, July 28
	St. John-street, Clerkenwell	1	1903, Nov. 3
	Pratt-street, King-street and Arlington-road, Camden-town	5	1904, Feb. 2
	Wenlock-road and Eagle Wharf-road, Hoxton	2	1904, Feb. 2
	Euston-road and Tottenham-court-road	3	1904, Feb. 16
		5,453	
Southwark and Vauxhall Water Company	Number ordered to be fixed in the Company's district previously to constitution of the Council	1,320	
	Number ordered by the Council previously to 31st March, 1903	3,283	
	Lytcott-grove and Playfield-crescent, East Dulwich	3	1903, May 5
	Bromar-road and St. John's-terrace, East Dulwich	3	1903, May 12
	High-street, Peckham, Camberwell-road and Old Kent-road	9	1903, May 19
	Inverton-road, Nunhead	1	1903, June 23
	Tooley-street	1	1903, July 28
	Army-street, Clapham	2	1903, Oct. 6
	New Kent-road	6	1903, Oct. 27
	Atherfold-street, Clapham	1	1903, Nov. 3
	Burns-road, Joubert-street, Odger-street and Reform-street, Battersea	5	1903, Nov. 10
	Northlands-street, Camberwell	1	1903, Dec. 1 st
	Wandsworth-road and Albert-embankment	11	1904, March 22
		4,646	
West Middlesex Water Company	Number ordered to be fixed in the Company's district previously to constitution of the Council	8	
	Number ordered by the Council previously to 31st March, 1903	2,774	
	North-end-road, West Kensington	1	1903, May 5
	Fulham and West Hampstead	3	1903, May 19
	Maida-vale	1	1903, May 26
	Hampstead-road	1	1903, July 28
	Kilburn-park-road	4	1903, Oct. 6
	High-street, Marylebone	1	1903, Oct. 6
	Honeybourne-road, West Hampstead	1	1903, Oct. 20
	High-street, Kensington	3	1904, Feb. 23
	Old Oak-common-lane, Willesden-junction	2	1904, March 1
	Scrubs-lane, Wormwood-scrubs	2	1904, March 22
		2,801	
	Total	27,701	

The total number of hydrants fixed or ordered to be fixed in the county of London at the expense of the ratepayers is therefore 27,701, of which 18,820 have been ordered by the Council. The area of the county, exclusive of the City and the river Thames, is rather more than 116 square miles, of which parks, commons, and open spaces, in which fire-hydrants will probably never have to be laid down, account for about 12 square miles. Of the remaining 104 square miles, hydrants have at present been fixed, or ordered to be fixed, in about 88 square miles, the other 16 square miles consisting of ground not yet built upon.

The following table shows the area of the district of each water company—

Name of Company.	Area.
Chelsea	5.32 square miles
East London	11.807 " "
Grand Junction	6.4 " "
Kent	30.25 " "
Lambeth	20.85 " "
New River	14.937 " "
Southwark and Vauxhall	16.907 " "
West Middlesex	9.835 " "
	116.306 square miles

The area of the City, 1.2 square miles, is not included in the above table. The City is supplied with water by the New River Company, and the Corporation has provided, at its own cost, more than 800 hydrants, which are used by the Corporation for watering the streets, as well as by the fire brigade for extinguishing fires.

EDWARD SMITH,
Chairman.

REPORT OF THE HIGHWAYS COMMITTEE.

The members of the committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—J. Williams Benn.

Vice-Chairman—J. Allen Baker.

Beachcroft, R. M.	Johnson, W. C.	Phillimore, R. C.
Bliss, Sir H. W.	Low, S.	Waterlow, D. S.
Browne, E.	Mayhew, M.	Wiles, T.
Cousins, J. R.	Parker, R.	Wood, T. McKinnon.
Hubbard, N. W.		

During the year ended 31st March, 1904, there were held forty-five meetings of this Committee; and there have been nine meetings of sub-committees.

WORK OF THE COMMITTEE.

As regards all tramways worked by the Council itself, which are called *The London County Council Tramways*, the Committee are authorised (a) to purchase horses and stores and other articles required, and to enter into contracts, and to order the seal of the Council to be affixed thereto; (b) to act, generally, on behalf of the Council in all matters regarding the undertaking; and (c) to incur such expenditure as may be necessary in connection with the maintenance and working of the undertaking. The Committee report from time to time what has been done under this authority; but have no power to incur expenditure on capital account without the express sanction of the Council.

The Council's (Northern) Tramways were purchased by the Council, and are leased to the North Metropolitan Tramways Company until Midsummer, 1910; and the Committee advise the Council on all matters arising under the lease which may require action to be taken by the Council, such, for instance, as the provision of additional premises which may be required to meet the requirements of the traffic, and extensions of existing stabling or other accommodation.

Purchase of tramways undertakings.—Under the Tramways Act, 1870, the Council is empowered to purchase, either compulsorily under section 43 at the expiration of 21 years from the passing of the authorising Act, or by agreement under section 44, any tramways undertaking within the County of London; and the duty is cast upon the Committee of advising the Council as to the exercise of these powers, when the proper time arrives for the compulsory purchase of an undertaking, or when it may be considered advisable for the Council to purchase any undertaking by agreement with the owners.

Construction of new, or alteration of existing, tramways.—The Committee advise the Council with regard to any proposals for the construction of new tramways in connection with the Council's existing systems north and south of the Thames, for the doubling of single lines, or for the alteration of any of the Council's tramways; and also upon proposals made by companies, by means of bills in Parliament, for the construction of tramways in London.

The Committee also consider, and advise the Council upon, all questions relative to the reconstruction, for electrical traction, of the Council's tramways, under the powers conferred upon the Council by its several Tramways Acts.

The Committee also advise upon all matters arising under the *Electric Lighting Acts*, and the Orders granted thereunder relative to districts within the County of London; and every notice received from the undertakers under the several orders of intention to carry out works in the public thoroughfares is considered and reported upon by the Committee, who advise as to whether the works should be approved, either conditionally or otherwise, or whether for any reason the Council's approval should be withheld.

The Committee are responsible for the lighting of the Victoria, Albert and Chelsea embankments vested in the Council; and have charge of the Council's subways. They also consider and report upon matters arising under (a) the Light Railways Act, 1896; (b) the Railway and Canal Traffic Act, 1888, relative to accommodation at railway stations; (c) the Railways (Electrical Power) Act, 1903; (d) the Motor Car Acts, 1896 and 1903; and (e) the Acts authorising the construction of underground tube railways so far as regards the approval of plans showing exits and entrances to stations at the street level.

The above are the principal matters dealt with by the Committee during the year; but some other smaller matters also received their attention.

Purchase of tramways.

The Council has up to the present purchased the following tramway undertakings, either compulsorily under section 43 of the Tramways Act, 1870, or by agreement under section 44 of that Act—

Name of undertaking.	Date of transfer.	Length.	Cost of acquisition.	Remarks.
London Street Tramways (part of) ...	1895	4 $\frac{1}{2}$ miles ...	£ 225,572	} Leased to the North Metropolitan Tramways Company.
London Street (remainder) and North Metropolitan Tramways	1896	43 $\frac{1}{2}$ " ...	s. 7 d. 5 580,307 6 1	
London Tramways ...	1899	24 $\frac{3}{8}$ " ...	882,043 1 8	} Worked by the Council itself as the London County Council Tramways.
South Eastern Metropolitan Tramways	1902	2 $\frac{1}{2}$ " ...	50,166 12 4	
South London Tramways ...	1902	13 $\frac{1}{4}$ " ...	232,144 3 7	

Negotiations have also been in progress for some time for the acquisition of the undertakings of the London, Deptford and Greenwich and the Woolwich and South-East London Tramways Companies. In the case of the first-named lines, it has been found necessary to resort to arbitration to determine the price to be paid by the Council. Sir Frederick Bramwell was appointed as arbitrator by the Board of Trade; Sir Frederick, however, died previously to the commencement of the proceedings, and the Board subsequently appointed Mr. Graham Harris in his place.

The undertaking of the London Southern Tramways Company became purchasable in 1903. It was considered that, having regard to the present condition of the lines, the purchase should only be effected on the understanding that the tramways should be reconstructed for electric traction. To enable this to be done, however, certain street widenings would have to be carried out. Negotiations were entered into with the Lambeth Metropolitan Borough Council with a view to obtaining a contribution of one-third of the cost of the necessary widenings. The borough council did not see its way to make such contribution, and the Council therefore decided not to exercise its right of purchase at the present time.

The London portion of the Highgate-hill Tramways Company's undertaking, consisting of about $\frac{3}{4}$ of a mile of narrow-gauge cable tramways, situated partly in the county of London, also became purchasable by the Council in 1903. The lines were in a bad condition, and, if put into a proper state of repair, would probably not prove remunerative for some considerable time; and it appeared that the only advantage which could accrue to the Council from the acquisition of the lines would be the making of a connection between them and the Council's (Northern) Tramways, but this could not be done for some time, as the gauge of the cable tramways would have to be altered, involving the carrying out of street widenings. The Council therefore decided not to exercise its right of purchase for the present.

A portion of the London, Camberwell and Dulwich Tramways, to which detailed reference is made in a subsequent paragraph of this report, came within the operation of the compulsory purchase clause of the Tramways Act in 1903, but, for the reasons given, the Council has not exercised its right of purchase.

THE LONDON COUNTY COUNCIL TRAMWAYS.

I. Management.

(i.) General.

The system known as the London County Council Tramways, which is worked by the Council itself, comprises the undertakings of the London Tramways Company, the South-Eastern Metropolitan Tramways Company, and the South London Tramways Company. In previous reports the circumstances have been stated under which these undertakings were transferred to the Council.

The total revenue from all sources for the year 1903-4 amounted to £536,239 7s. 6d. (including a sum of £10,119 16s. 8d. received in respect of advertisements), as compared with £444,698 18s. 11d. in the previous financial year.

The balance from the working of the tramways, after payment of capital charges, interest on loans, and all other outgoings for the year to 31st March, 1904, shows a deficiency of £8,283 14s. 2d.

The number of car miles run during the year 1903-4 was 11,536,534, while 133,139,085 passengers were carried on the Council's cars during the same period.

The advertising business in connection with the tramways was formerly conducted by an agent who received a commission of 20 per cent. of the actual gross receipts in respect of advertisements on the cars and tickets used in connection with the tramways. This arrangement has, however, now been terminated, and the advertisement business is carried out, under the immediate control of the chief officer of tramways, by an official specially appointed for the purpose. The advertisements on the electrical cars are, it should be stated, restricted to the boards round the top of the outside of the cars and the small ventilator windows inside.

Immediately upon the institution of electrical traction on various portions of the lines, the horses formerly used thereon were disposed of by auction, and it is interesting to state that the prices obtained for the horses were highly satisfactory, and showed an excess over the book value of the horses, namely £30 each. The number of horses which has been disposed of is 2,066; the total receipts therefrom, after deducting the expenses incidental to the sale, amounted to £66,381 12s. 10d. Arrangements were also made for the transfer of a certain number of horses from the electrified lines to the tramways which are still worked by horse traction.

(ii.) Staff.

In July, 1903, Mr. Alfred Baker, the chief officer of tramways, resigned his appointment to take up a similar position under the Birmingham Corporation. Mr. A. L. C. Fell, the general manager of the Sheffield Corporation Tramways, was appointed in November, 1903, as Mr. Baker's successor, and took up his duties shortly afterwards. Until Mr. Fell's appointment, Mr. Baker continued to render assistance to the Council in its tramway work.

The chief officer of tramways has, under an order of the Council, complete responsibility for the proper and efficient working of the undertaking, and has control of the staff exclusively employed in connection with the working, maintenance, repair and reconstruction of the tramways, and, except as regards officials appointed by the Council, he has power to appoint and to dismiss any persons under him.

After the transfer of the London Tramways Company on 1st January, 1899, the company's officials and employees of all grades (with the exception of the secretary, the solicitor and the consulting engineer) were, as a temporary arrangement, taken into the Council's service at their then rates of pay, and on the same conditions as under their service with the company. This

arrangement was continued until 1st April following, when the Council placed the relations between itself and its tramways' staff on a permanent basis, and improved the conditions of service. The improvements made involved a cost to the Council of about £13,300 a year. On 1st May of the following year the Council instituted an average 10 hours' working day for the employees of all grades in its tramway service, the cost of this important change being estimated at £10,120 a year.

When the South-Eastern Metropolitan Tramways system was acquired the staff and employees were, with a few exceptions, taken into the Council's service on the same terms as in the case of the London Tramways undertaking, the Council's improved conditions of labour being extended to them subsequently, after an opportunity had been afforded of judging of the efficiency of the employees transferred. A similar course was adopted with regard to the staff of the South London Tramways Company, the Council's conditions as to hours of labour and rates of pay, etc., having been introduced on 1st April, 1903. The extension of these benefits have involved an additional annual cost of about £1,450 in the case of the South-Eastern Metropolitan Tramways, and of about £8,800 as regards the South London Tramways system.

(iii.) *Services, fares, etc.*

In response to a widely expressed desire, the Council, shortly after the transfer to it of the London Tramways Company's undertaking, established all-night car services between (1) New Cross and Blackfriars-bridge *via* Peckham, and between the same points *via* Old and New Kent-roads; (2) Blackfriars-bridge and Water-lane, Brixton; and (3) Westminster-bridge and the "Plough" public-house at Clapham. These services are still maintained, running at intervals of about 30 minutes, except in the early morning of Sunday, Good Friday, Christmas Day and Bank Holidays, when the demand is not such as to justify the continuance of the services. Workmen's fares, with the usual half-penny stages, are charged on the all-night cars. Previously to the discontinuance of the omnibus services, to which reference is made below, omnibuses were run over the bridges in connection with these services.

The Council has from time to time readjusted the fares on the tramways and increased the number of halfpenny stages. The average fare per car mile over the whole system in 1903-4 was .93d., as against .94d. at the time of the transfer of the first portion of the tramways in 1899. The following are the respective numbers of passengers carried during the year at the several fares charged on the tramways—

<i>Amount of fare.</i>	<i>Number of passengers</i>	<i>Per cent.</i>
½d.	49,434,896	37·13
1d.	64,310,117	48·30
1½d.	11,336,303	8·51
2d.	6,215,478	4·67
2½d.	193,147	0·15
8d.	1,649,144	1·24
	<hr/> 133,139,085 <hr/>	<hr/> 100·00 <hr/>

Immediately on the transfer in 1902-3 of the South-Eastern Metropolitan and the South London Tramways, the Council, as far as practicable, extended to those undertakings the operation of the system of travelling charges in force on its other lines south of the river. On 1st January, 1901, the services of workmen's cars then in operation up to 7 a.m. were continued up to 8 a.m., and fares at special rates were instituted on these cars, namely, for any distances beyond those covered by the halfpenny fares, 1d. for a single journey and 2d. for a return or double journey. The 2d. ticket was at first made available for the return journey, or for a single journey at any time, on any day, by any car on any route. The Council subsequently modified this arrangement slightly, the tickets not being now issued until after 2 a.m., and they are not available for a second or return journey on Sundays or Bank Holidays.

When the London Tramways Company's undertaking was acquired, the halfpenny feeder omnibus services over the Thames bridges, maintained by the company, were continued. These have, however, under circumstances which have been set forth in previous reports, had to be discontinued owing to a decision of the House of Lords adverse to the Council's power to run omnibuses.

In view of the great importance of the omnibus services as feeders to the tramways, the Council has, since first its power to maintain them was called into question, considered the advisability of obtaining statutory powers for the purpose. A clause was inserted in the Council's Tramways and Improvements Bill of 1902 to empower it to run omnibuses along certain specified routes, namely (a) between the tramways termini at Westminster-bridge-road and Waterloo-road, (b) between the terminus near Blackfriars-bridge and a point near the Farringdon-street railway station, (c) between the L.C.C. Tramways at St. George's-church, Borough, and the Moorgate-street terminus of the Council's (Northern) Tramways, and (d) between the South London Tramways Company's lines in Southwark-bridge-road and the Moorgate-street tramways terminus. Considerable opposition was raised to the bill, owing to the inclusion of this clause, and ultimately it was found necessary, in order not to endanger the whole bill, which dealt with several matters of great importance, to drop the clause referred to. In this connection it may be of interest, however, to state that the East Ham Urban District Council obtained power by its Act of 1903 to run omnibuses for purposes connected with its tramways.

II.—Improvement of tramways service.

(i.) *Reconstruction of tramways for electrical traction.*

The following short statement and the appended tables indicate the action taken by the Council since its acquisition of the undertaking of the London Tramways Company for the reconstruction of those lines for electrical traction.

As the result of careful consideration of the question of the steps to be taken to obtain improved methods of traction for the tramways already acquired or to be thereafter acquired by it, the Council in 1900 sought and obtained powers, by the London County Tramways (Electrical Power) Act and the London County Tramways Act, to reconstruct the existing tramways in London for electrical traction. As has been stated in the previous annual reports, it was decided to proceed first with the reconstruction, for an underground conduit system, of the tramways between Tooting and Westminster, Waterloo and Blackfriars bridges. Dr. A. B. W. Kennedy, F.R.S., the electrical expert, was retained to supervise the reconstruction of these lines, a total length of about 16½ miles of single line. The description and drawings of the system recommended by Dr. Kennedy were prepared by him and submitted to the Board of Trade for its approval, and this was given in April, 1901. Soon after that date contracts were entered into for the supply of the boilers, plant and machinery, road materials, etc., required for the working of the tramways. The actual work of reconstruction was commenced in April, 1902, and was completed early in 1903.

The Council has decided to utilise the site of the existing tramways depot at Greenwich and certain land adjoining for the erection thereon of the electricity generating-station from which these and other portions of the tramways will ultimately be worked. Powers to erect the station at Greenwich and to acquire compulsorily the further property that will be required for the purpose, were obtained in the Council's Tramways and Improvements Act of 1902. The property required for the first portion of the station has been secured, and the construction of the foundations for this portion, and of the two chimney shafts for the station is now completed, while it is proposed at an early date to commence the erection of the superstructure, for which work tenders have been invited. The erection of the steelwork for the superstructure is already in hand.

Pending the erection of the Greenwich station, arrangements have been entered into with the South London Electric Supply Corporation, for the use by the Council of a portion of the company's land adjoining its station at Loughborough-junction, and buildings of a temporary character have been erected there for the accommodation of the plant required for the working of the Tooting and other portions of the lines. The generating plant is worked by a staff in the employ of the Council, the company supplying steam power and being paid at the rate of 1.4d. per unit of current generated. The cost of working the lines under this temporary arrangement is considerably more than if the Council were in a position to supply power for the working of the tramways from its own generating-station; but, even taking this into account, the extra revenue arising from the substitution of electrical power for horse-power on the lines referred to is, apart from the added convenience to the public, such as to fully justify this course being taken. Sub-stations have been established at Clapham, Brixton and Elephant-and-Castle for transmitting the current to the distributing cables. The electrical working of the Tooting section of tramways was commenced on 15th May, 1903. It was thought that so important an occasion as the opening of the first section of the Council's tramways for electrical traction should be marked by a ceremony of a public character, and his Royal Highness the Prince of Wales kindly consented to perform the ceremony, which took place on the day named. The governors of St. Thomas's Hospital granted the Council the use of a portion of the hospital grounds for the erection of a marquee, and the London members of Parliament, the mayors, aldermen, and councillors of the metropolitan boroughs, and other public men attended on the occasion of the inauguration.

In view of the fact that the electrical working of these sections of the London County Council Tramways has been commenced, it will be desirable to state what, so far as can at present be ascertained, has been the cost of the work of reconstruction.

Estimates amounting in all to £623,500, were approved by the Council on 19th February, 1901, in respect of (a) the first part of the electricity generating-station and railway sidings in connection therewith, which it was at that time proposed should be established at the Camberwell depot, (b) permanent way, (c) machinery and generating plant, and (d) rolling-stock and electrical equipment. Only a small provision was made for car-sheds, as it was thought probable that the existing buildings would be adapted and used for the purpose, but no decision had been arrived at. Later on it was thought that a better course would be to build a large car-shed on the site of the Clapham depot, and land adjoining which has since been acquired for the purpose. There was difficulty in arriving at a satisfactory arrangement with the railway company as to the construction, and use by the Council, of coal sidings at the Camberwell depot; and it was subsequently decided to abandon the proposal for establishing the generating-station at Camberwell, and to use for the purpose the site of the Greenwich depot, which is the Council's freehold, and to acquire certain land adjoining the depot, in order that a site of sufficiently large area might be available for the erection thereon of a station to serve the greater part of the Council's tramways on the south side of the river, and some of those on the north side. A great advantage of the Greenwich site is that it has a frontage to the river, and thus facilities are afforded for the unloading there of water-borne coal and for the use of engines of the condensing type.

In consequence of the altered position of affairs caused by the adoption for the generating-station of the Greenwich site instead of that at Camberwell, and the provision of a new car-shed, it was found necessary to carefully revise the estimates above referred to, and on 29th July, 1902, the Council approved the revised estimates, amounting to £981,497 for carrying out the work under the altered conditions.

It should be stated, as the fact is of great importance, that both these estimates covered the cost of a great deal more work than was required for the Tooting lines. For instance, both provided for the first section of a large generating-station more than sufficient for the requirements of the lines in question, and the provision included for this purpose in the later estimate was considerably greater than that included in the earlier estimate. In the revised estimate a sum of only £22,421 represents additional cost of works included in the former estimate, while extra works, including the larger generating-station and the new car-shed, are estimated to cost £359,950; on the other hand, £24,374 has had to be deducted in respect of savings on the earlier estimate.

Reports have been prepared of the cost, as nearly as can be at present ascertained, of the Tooting lines. This includes the cost of rails and roadwork, after making allowance in respect of work done under the same contracts, but not properly chargeable to the Tooting section, the whole cost of the temporary power-station at Loughborough-junction, a proportion of the cost of sub-stations and car-sheds, and the necessary cables, etc. On this basis the total cost of the Tooting lines is approximately £440,120, made up as follows—

<i>Expenditure for</i>	<i>Total.</i> £	<i>Rate per mile.</i> £
Rails and roadwork	224,020	13,660
Cars (6·1 to the mile)	72,500	4,420
Power-station and cables	74,000	4,510
Sub-stations	20,600	1,255
Car-sheds and workshops	34,000	2,075
Incidentals, including Dr. Kennedy's commission and proportion of salaries of Council's officers	15,000	915
	<u>£440,120</u>	<u>£26,835</u>

Almost the whole of the expenditure in connection with the reconstruction and equipment of the Tooting, etc., Tramways has now been incurred, and the detailed figures will shortly be available. The above amounts, however, will, it is probable, be found to be substantially correct.

In arriving at the above figures as to the power supply, regard has only been had to the cost of the temporary station at Loughborough-junction. It is at present impossible to judge what will be the effect of substituting for these figures, figures based on the cost of the permanent station at Greenwich, together with the transforming plant which will eventually be required at the sub-stations (as the current to be supplied from the permanent station will be of high tension, while that supplied from the temporary station is of low-tension), and the cables to be laid for permanent use when the station is in operation. The figures must therefore be accepted, in so far as they relate to the supply of power, as being subject to revision at a later stage. At the same time it is to be borne in mind that the tramways are completely equipped, and that they could be run by power supplied from the temporary station for an indefinite period.

In August, 1903, the tramways between Camberwell-green and Vauxhall, which had been closed to traffic during reconstruction, were again opened to the public. The lines were originally partly single and partly double, but owing to the widening in certain places of the thoroughfares affected the whole length was reconstructed as a double line. The current for the working of the lines is obtained from the temporary station at Loughborough-junction.

The reconstruction of the tramways between Elephant-and-Castle and Greenwich *via* Old and New Kent roads, Walworth-road, Camberwell-road, New-cross-road, etc., to which reference was made in the last annual report, was completed at the end of 1903, and the lines were opened for public traffic shortly afterwards.

Estimates, amounting in all to £644,350, were approved by the Council in respect of the reconstruction of the tramways above referred to, including the reconstruction of certain short junction lines in connection therewith. Details of the actual cost of the completed works are in course of preparation.

In view of the fact that the erection and equipment of the permanent generating-station at Greenwich, and of the necessary sub-stations and permanent car-sheds in connection with the electrical working of the New-cross and Greenwich lines could not be completed for some time, the Council agreed, on 14th October, 1902, to enter into an agreement with the London Electric Supply Corporation, whereby the Council has the temporary use of a portion of the company's premises at Deptford for the accommodation of two of the sets of plant manufactured for the Greenwich station. The company also undertakes the running and maintenance of the plant, and provides the Council with the necessary steam for working it. The charge made for these different services is 1·65d. per unit of electricity generated. Temporary arrangements have been made for the provision of new and the alteration of existing car-sheds to accommodate the electrical cars used on the New-cross and Greenwich, etc., sections of the tramways. Under an agreement confirmed by the Council's (Tramways and Improvements) Act of 1902, the Council has acquired from the Haberdashers' Company a piece of land at New-cross-gate for the erection of car-sheds and a sub-station. The cost of the land was about £12,350, while estimates, amounting in all to £152,000, have been approved for the erection of the buildings. The sub-station, which is used for the working of the New-cross lines, has been erected and equipped while the building of the car-sheds has been commenced. Provision of £92,000 for car-shed accommodation was included in the estimate for the New-cross lines approved in January, 1902, and this amount has been cancelled. A sub-station has also been provided at Camberwell for use in connection with this section of tramways, the cost of this being included in the estimate of £152,000 above referred to.

It was also decided on 2nd December, 1902, to take measures for the reconstruction for electrical traction of some further short lengths of existing tramways, principally in the Southwark and Bermondsey districts, and for the construction of certain authorised lines. The total length of these tramways is about three miles of double track, and as they are all in intimate connection with the lines, the reconstruction of which has already been completed, their adaptation for electrical traction will considerably facilitate the carrying on of the tramway traffic. The cost of carrying out this work, which is now nearly completed, is estimated at £133,000, the largeness of the estimate being due to the very great amount of special work, *i.e.*, junctions and crossings, included in the tramways.

It is proposed to arrange for the working of the lines from a temporary station to be erected and equipped at the City of London Electric Lighting Company's station at Bankside. Power for working the plant to be installed at this station will be supplied by the company at the rate of 2d. per unit generated. This charge will also include the use of a portion of the company's cables.

Arrangements have now been made for the reconstruction of the cable tramways between Kennington and Streatham, and the actual work will be commenced early in April, 1904. The same contract includes the construction of short lengths of authorised tramways in extension of the Tooting lines, so as to provide more convenient termini for the tramways at Tooting. Pending the completion of the first portion of the Greenwich generating-station, and until the new sub-station which it is proposed to establish at Streatham is erected, the tramways between Kennington and Streatham will be worked from electrical plant installed in connection with the old cable machinery at the Streatham depot.

When the Streatham tramways shall have been completed the whole of the undertaking south of the river transferred from the London Tramways Company will have been reconstructed for electrical traction, in addition to certain short lengths of line in the Southwark district transferred from the South London Tramways Company, and some new junction lines.

(ii.) *Acquisition of property, and erection of new buildings.*

The reconstruction of the tramways has necessitated the provision of fresh car-shed accommodation, owing to the larger number of cars which are used when the lines are electrically worked and the increase in their size. To meet this need, as regards the Tooting to Westminster, etc., routes, a car-shed capable of holding about 48 cars has been erected on land acquired for the purpose, adjoining the existing depot at Clapham. The new land which was acquired was approximately 28,312 feet super in area, and the total cost of the property was about £5,020. An approach has been made to the depot from Clapham-park-road, property having been acquired for this purpose at a cost of about £1,300. The erection of the new shed, including trackwork and electrical equipment, has been carried out without the intervention of a contractor. The remainder of the existing depot has now been demolished and is being replaced by an additional car-shed in extension of the new one above mentioned. This work, which will cost about £31,000, is being carried out under contract. The Council has acquired, at a cost of £1,350, certain interests in the property abutting on the present entrance to the depot from High-street, Clapham, in order to provide an improved entrance to the second portion of the new car-sheds. The complete car-sheds at Clapham will hold 164 cars. Pending the completion of the whole of the new car-sheds at Clapham temporary accommodation has been provided at Balham for a portion of the rolling-stock used on the Tooting, etc., lines. When the whole of the car-sheds referred to are completed they will serve, with the existing sheds, for the accommodation of the cars used on the Council's Tooting to Westminster, etc., tramways and on the new lines in connection therewith which the Council is authorised to construct.

As stated above, the Council has acquired from the Haberdashers' Company a piece of land about 4 acres in extent near New-cross-gate, on which sheds will be erected for the accommodation of about 300 cars. It is also proposed to rebuild and extend the existing car-sheds at Camberwell, the freehold having been acquired by the Council of certain property there, of which the Council formerly held a lease only, at a cost of £8,635 2s. 6d. The Council on 24th February, 1903, approved estimates amounting in all to £32,000 for the erection of the Camberwell car-sheds. The accommodation to be provided at New-cross and Camberwell will, it is estimated, be sufficient for the requirements of the New-cross to Greenwich, etc., tramways, and the authorised tramways in connection therewith. Until the completion of the new buildings, accommodation for the electrical cars used on the lines has been provided by altering the existing depots at Camberwell (No. 1 shed), Old Kent-road, Bowles-road, Rye-lane, and Greenwich, and by the erection of a temporary car-shed on land belonging to the Council and adjoining the Rye-lane depot. In addition to these car-sheds, etc., it is proposed to erect, at a cost of about £35,000, a new car-shed on the site of the Streatham depot for the accommodation of the cars used on the Streatham tramways, and it will also be necessary to erect a sub-station in the immediate vicinity. A site has not yet been acquired for this sub-station, but, in view of the temporary arrangements already made for working the lines, the building will not be required until the Greenwich generating-station is completed. It will be necessary to arrange for the erection of various new buildings in connection with the reconstruction of the tramways in Battersea and Wandsworth, and it is proposed to utilise the site of the Jews'-row depot, Wandsworth, for the erection of a new car-shed, but certain additional land will be required. Powers are accordingly being sought in the Council's Tramways and Improvements Bill of 1904 to acquire this additional property, the cost of which is estimated at £5,500.

The Council, as above stated, obtained power in its Tramways and Improvements Act of 1902 to acquire additional property at Greenwich in connection with the erection on the depot there of a generating-station. The Council has acquired the property which was immediately required for the station, and the construction of the first portion of the foundations and of the chimneys has been carried out under the direction of the Works Committee at a cost of about £33,500.

The Thames Conservancy has given permission for the embankment of a portion of the river front at the depot and the construction of a jetty there for landing coal, etc., and this work is now being proceeded with. The Conservancy has also granted permission to the Council on certain terms to lay condensing pipes in the river bed for use in connection with the working of the station.

The Council's main electricity generating-station at Greenwich will ultimately have plant amounting to about 40,000 h.p., the main generators being of about 5,000 h.p. each. Steam will be produced by means of water-tube boilers, and coal will be brought directly to the wharf, outside the station, by water. The position of the site on the river will also enable condensing plant to be used, which will materially reduce the amount of coal to be consumed. Current will be generated at about 6,600 volts pressure on the three-phase alternating system, and will be transmitted by underground cables to various sub-stations. At these sub-stations it will be reduced by means of rotary transformers to 550 volts pressure direct current and transmitted to the various sections by distributory cables. The construction of certain of the boilers required for the first portion of the station, and of the large engines and generators is now in hand, and the remaining boilers required will shortly be obtained. Provision for this plant was made in the various estimates approved by the Council for the reconstruction of the tramways to be worked from the station, and a special estimate of £148,500 passed on 21st July, 1903.

In connection with the arrangement, to which reference is made above, entered into with the South London Electric Supply Corporation for the temporary supply of power for the working of the Tooting to Westminster, etc., Tramways, it was necessary to erect a temporary engine-house at the company's works at Loughborough-junction for the accommodation of the plant, etc., to be provided by the Council. The cost of the building, which was erected under contract, was about £4,400.

In connection with the Tooting lines, sub-stations have been provided at Clapham, Brixton-road, and the Elephant-and-Castle. The two latter supply, in addition, other sections of lines which have been reconstructed. Other sub-stations have been provided at Camberwell and New-cross in connection with the New-cross and Greenwich, etc., lines.

The sub-station at Brixton stands on a portion of the site of the cable depot at No. 20, Brixton-road. The Council, which was formerly the leaseholder of this property, was empowered by the London County Tramways Act, 1900, to purchase the freehold, and as the result of proceedings which were taken under section 85 of the Lands Clauses Act, 1845, the freehold of the property was acquired for the sum of £3,080.

The sub-station at the "Elephant-and-Castle" has been erected upon a site in Dantzic-street, London-road, which was acquired by the Council by agreement. The total cost of the property was about £11,000. The sub-station at Clapham has been erected upon a portion of the site of the existing tramways depot in High-street, Clapham. The Council on 24th February, 1903, approved of the expenditure of a sum of £21,100 for the erection of the sub-stations and workshops at New-cross and Camberwell. The erection of the buildings has been carried out under the supervision of the Works Committee. The Camberwell sub-station will form a portion of the car-shed buildings to be constructed there, while the sub-station at New-cross has been erected on a portion of the site acquired from the Haberdashers' Company.

With a view to providing power for the electrical working of the tramways in the western portion of the county, the Council in 1902 acquired as a site for an electricity generating-station the property known as the Pimlico gasworks. The cost of the site, including legal and other incidental expenses, was nearly £82,000. Powers were obtained in the Council's Tramways and Improvement Act of 1903 to utilise the site for the purpose of a generating-station, and also to acquire certain additional interests in the property, as well as some adjoining land. Negotiations are now in hand for the purchase of this additional property, the cost of which, including a site for rehousing purposes, is estimated at £64,000; and the preliminary arrangements with a view to the erection of the station are being made.

(iii.) *Particulars of works in hand or completed in connection with the reconstruction of tramways.*

The following table shows the contracts which have been entered into by the Council and the works undertaken up to the present in connection with the reconstruction of the various sections of the tramways. In several instances the machinery, etc., will serve more than one section of the lines. A table is also appended showing the property which has been acquired for the erection of some of the buildings used for the electrical working of the tramways.

I.—CONTRACTS FOR RECONSTRUCTION AND EQUIPMENT OF TRAMWAYS, INCLUDING PLANT, MACHINERY, ETC., BUT NOT BUILDING, ETC., WORKS.

Date of Council resolution.	Particulars of work.	Section of tramways served.	Name of contractors.	Amount
1901. 26th Feb. ...	Sixteen boilers and stokers for Greenwich generating-station	L.C.C. Tramways generally	Stirling Boiler Company, Limited, Edinburgh	£ s. d. 22,782 - -
5th Nov....	Roadwork and platelaying for reconstruction of tramways (16½ miles). (See also 16th December, 1902, and 24th February, 1903.)	Tooting lines ...	J. G. White and Co., Limited, London	171,145 - -
5th Nov....	Track-rails and fastenings. (See also 24th February, 1903.)	Tooting lines ...	Walter Scott, Limited, Leeds	25,442

Date of Council resolution.	Particulars of work.	Section of tramways served.	Name of contractors.	Amount.
				£ s. d.
1901.				
5th Nov....	Slot-rails, conductor tees and fastenings. (<i>See also 24th February, 1903.</i>)	Tooting lines ...	Walter Scott, Limited, Leeds	25,334 - -
12th Nov.	Continuous-current plant, etc., for generating station	L.C.C. Tramways generally	Dick, Kerr and Co., Ltd., London	25,964 - -
12th Nov.	Three-phase plant, etc., for generating station	L.C.C. Tramways generally	Dick, Kerr and Co., Ltd., London	46,626 - -
1902.				
4th March and 29th April	Track-rails, slot-rails, conductor-tees, fastenings, etc.	New Cross, etc. lines...	P. and W. Maclellan, Ltd., Glasgow	40,509 19 4
			For 500,000 ducts— G. Skey and Co., Ltd., Tamworth	9,125 - -
25th March	Stoneware ducts for electric cables (1,000,000)	L.C.C. Tramways generally	For 250,000 ducts— Stanley Bros., Nuneaton	4,562 10 -
			For 250,000 ducts— H. R. Mansfield, Burton-on-Trent	4,562 10 -
22nd April	Double-deck bogie electrical cars (100)	Tooting lines ...	Dick, Kerr and Co., Ltd., London	71,754 - -
29th April	Lowering carriageway under Clapham-road railway bridge	Tooting lines	Wm. Griffiths and Co., Ltd., London	1,712 2 -
29th April	Patent sole-plates for track-rails	New-cross and Greenwich, etc., lines	Cooper Patent Anchor Rail Joint Co., Leeds	1,846 5 -
6th May	Laying stoneware ducts along tramway tracks (<i>See also 23rd February, 1904</i>)	Tooting-lines ...	J. G. White and Co., Ltd., London	10,000 - - (Schedule of prices)
6th May	High-tension electric cables (48 miles)	L.C.C. Tramways generally	Siemens Brothers and Co., Ltd., London	31,743 17 6
6th May	Low-tension electric cables (100 miles)	L.C.C. Tramways generally	British Insulated and Helsby Cables, Ltd., Prescott	49,499 12 6
10th June	Sinking well-hole at Greenwich generating-station	L.C.C. Tramways generally	Le Grand and Sutcliffe, London	350 - -
1st July	Sanitary block paving of tramway tracks at certain points	Tooting and Camberwell to Vauxhall lines	Sanitary Block and Tile Pavement Company, Limited, London	(Schedule of prices)
15th July	Steam-piping for Loughborough generating-station	Tooting, Streatham, and Camberwell to Vauxhall lines	Sir Hiram Maxim Electrical and Engineering Company, Limited, London	2,268 7 -
22nd July	Roadwork and platelaying for reconstruction of tramways (about 6 miles)	Camberwell to Vauxhall, and other shorter lengths	J. G. White and Co., Ltd., London	73,800 - -
22nd July	Laying stoneware ducts from Loughborough generating-station to tramway tracks etc. (<i>See also 3rd March, 1903.</i>)	Tooting, and Camberwell to Vauxhall, etc., lines	J. A. Ewart, London...	6,173 5 -
29th July	Overhead travelling cranes for Loughborough generating-station and sub-stations	Tooting, Streatham, and Camberwell to Vauxhall lines	J. Hitchen and Son, Halifax	1,447 - -
29th July	Double-deck single-truck cars for electric and cable lines, exclusive of lifeguards (80 cars) (<i>See also 9th February, 1904</i>)	Streatham lines	Dick, Kerr and Co., Limited, London	47,686 - -
7th Oct. ...	Fuel-economisers for Greenwich generating-station (<i>See also 23rd February, 1904</i>)	L.C.C. Tramways generally	E. Green and Son, Limited, Manchester	4,042 - -
28th Oct.	Car-traversers for Clapham and Balham car-sheds	Tooting lines ...	Dick, Kerr and Co., Limited, London	900 - -
25th Nov.	Low-tension switchboards for Brixton, Clapham, and Elephant-and-Castle sub-stations	Tooting, Streatham, and Camberwell to Vauxhall lines	Cowans, Limited, Manchester	2,310 - -
9th Dec....	Roadwork and platelaying for re-construction of tramways (about 20 miles)	New Cross and Greenwich, etc., lines	Dick, Kerr and Co., Ltd., London	102,066 2 11
			J. G. White and Co., Ltd., London	109,679 18 6
16th Dec.	Roadwork and platelaying for re-constructing short junction lines (<i>See also 5th November, 1901, and 24th February, 1903</i>)	Tooting and Greenwich lines	J. G. White and Co., Ltd., London	1,370 - -
1903.				
20th Jan.	Track-rails, slot-rails, conductor-tees, etc.	New Cross, Greenwich, etc., and Borough lines	P. and W. Maclellan, Ltd., Glasgow	33,876 19 8
20th Jan.	Fifty-ton electric crane for Greenwich generating station	L.C.C. Tramways generally	C. and A. Musker (1901), Ltd., Liverpool	2,104 - -
17th Feb.	Laying stoneware ducts in connection with re-construction of tramways	New-cross, Greenwich, Borough, and Streatham lines	Reid Brothers, London	24,363 17 9
24th Feb.	Additional amount for roadwork and plate-laying (5th Nov., 1901, and 16th Dec., 1902)	Tooting lines	J. G. White and Co., London	8,230 - -
24th Feb.	Additional amounts for track-rails, slot-rails, etc., (5th Nov., 1901, and 16th Dec., 1902)	Tooting lines	Walter Scott, Ltd., Leeds	2,085 - -

Date of Council resolution.	Particulars of work.	Section of tramways served.	Name of contractors.	Amount.
1903				£ s. d.
24th Feb. ...	Double-deck, single-truck cars (20)	Camberwell to Westminster, via Kennington, lines	Dick, Kerr and Co., Ltd., London	11,200 - -
24th Feb. ...	Setting-back footways in Camberwell New-road	Camberwell to Vauxhall lines	Lambeth Borough Council	1,200 - -
3rd March ...	Patent sole-plates for track-rails	New-cross, Greenwich, etc., and Borough lines	Cooper Patent Anchor Rail Joint Company, Leeds	1,786 14 -
3rd March ...	Additional amount for laying stoneware ducts (22nd July, 1902)	Tooting, Streatham and Camberwell to Vauxhall lines	J. A. Ewart, London	292 11 10
3rd March ...	Indicators of stopping-places...	Tooting, Streatham and Camberwell to Vauxhall lines, etc.	—	250 - -
10th March ..	High- and low-tension switchboards for Elephant- and Castle, New-cross, and Camberwell sub-stations	New-cross, Greenwich, etc., and Borough lines	British Westinghouse Electric and Manufacturing Company, Limited, London	5,367 14 2
7th April ...	Double-deck, bogie-truck electrical cars (100)	New Cross and Greenwich, etc. lines	British Westinghouse Electric and Manufacturing Company, Limited, London	65,968 - -
7th April ...	Double-deck, single-truck cars (100)	New Cross and Greenwich, etc. lines	British Westinghouse Electric and Manufacturing Company, Limited, London	53,012 - -
7th April ...	High-tension and exciter switchboards for Deptford temporary generating-station	New Cross and Greenwich, etc. lines	British Westinghouse Electric and Manufacturing Company, Limited, London	1,257 7 9
7th April ...	Steam piping and switchboard gallery for Deptford temporary generating-station	New Cross and Greenwich, etc. lines	London Electric Supply Corporation, Limited	2,000 - -
5th May ...	Overhead travelling cranes (11) for Clapham, New Cross and Camberwell car sheds, sub-stations, and workshops	L.C.C. Tramways generally	Carriek and Ritchie, Edinburgh	1,700 - -
26th May ...	Roadwork and platelaying for reconstruction of short lengths of tramways (about 8 miles)	Southwark, etc. lines...	Wm. Griffiths and Co., Ltd., London	95,036 14 3
21st July ...	Exhaust-piping for Deptford temporary generating station	New Cross and Greenwich, etc. lines	London Electric Supply Corporation, Ltd.	450 - -
6th Oct. ...	Low-tension switchboards for New Cross and Camberwell sub-stations	New Cross, Greenwich and Borough lines	Bertram, Thomas, Manchester	1,746 2 6
3rd Nov....	Steam engines for Greenwich generating station	L.C.C. Tramways generally	John Musgrave and Sons, Ltd., Bolton	96,713 - -
22nd Dec. ...	Track-rails and fastenings ...	L.C.C. Tramways (north and south)	Bolckow, Vaughan and Co., Limited, London	43,748 9 -
22nd Dec. ...	Slot-rails and conductor-tees. (See also 1st March, 1904)	L.C.C. Tramways (north and south)	Frodingham Iron and Steel Company, Limited, Doncaster	36,461 15 -
22nd Dec. ...	Wiring of sub-stations and carsheds for electric lightng	L.C.C. Tramways generally	A. H. Marshall and Co., Leytonstone	2,203 - -
1904.				
26th Jan. ...	Three-phase generators for Greenwich generating-station	L.C.C. Tramways generally	Electric Construction Company, Limited, London and Wolverhampton	29,600 - -
9th Feb....	Car-ploughs ...	New-cross and Greenwich, etc., lines	—	1,500 - -
9th Feb....	Life-guards for electrical cars (80) (29th July, 1902)	Streatham lines ...	Tramways department	360 - -
23rd Feb. ...	Boiler feed-pumps for Greenwich generating station	L.C.C. Tramways generally	John Cochrane and Co., Glasgow	3,618 - -
23rd Feb. ...	Additional fuel economisers for Greenwich generating station (See also 28th October, 1902)	L.C.C. Tramways generally	E. Green and Son, Limited, Wakefield	3,071 6 -
23rd Feb. ...	Railway turn-tables for Greenwich generating station	L.C.C. Tramways generally	Ransomes and Rapier, Limited, London	805 - -
23rd Feb. ...	Additional amount for laying stoneware ducts (6th May, 1902)	Tooting lines ...	J. G. White and Co., Limited, London	107 2 4
1st March ...	Roadwork and platelaying for (i.) reconstruction of tramways and (ii.) construction of new tramways in Defoe-road, etc.	(i.) Streatham lines (ii.) Tooting lines (terminus)	J. G. White and Co., Limited, London	95,005 7 4
1st March ...	Sole-plates for track rails (22nd Dec., 1903)	L.C.C. Tramways (north and south)	Bolckow, Vaughan and Co., Limited, London	3,497 - -
29th March ...	Electrical jib crane for Greenwich generating station	L.C.C. Tramways generally	Ransomes and Rapier, Limited, London	3,105 - -
29th March ...	Additional track equipment, etc.	L.C.C. Tramways (electric) generally	—	2,500 - -
29th March ... (and 26th April)	Motor generators for Bankside generating-station and Elephant and Castle sub-station	Southwark, etc. lines	Dick, Kerr and Co., Ltd., London	5,150 - -

II.—CONTRACTS FOR BUILDING, ETC., WORKS IN CONNECTION WITH THE RECONSTRUCTION OF
TRAMWAYS—

Date of Council resolution.	Particulars of work.	Section of tramways served.	Name of contractors.	Amount.
1902.				£ s. d.
1st July ...	Loughborough temporary engine-house	Tooting, Streatham, and Camberwell to Vauxhall lines	W. Jones and Sons, Bow	4,187 9 11
15th July	Clapham car shed (No. 1 portion), including track-work, etc.	Tooting lines ...	Works Department ...	30,000 - - (Schedule of prices)
22nd July	Alterations and additions to Balham car shed, excluding trackwork, etc. (See also 10th February, 1903)	Tooting lines ...	C. B. Roberts and Co., Redhill	1,900 - -
29th July	Chimneys for Greenwich generating-station (first portion)	L. C. C. Tramways generally	Works Department ...	16,750 - -
29th July	Brixton, Clapham and Elephant and Castle sub-stations (£7,500 each). (See also 3rd March, 1903)	Tooting, Streatham, and Camberwell to Vauxhall lines	Works Department ...	22,500 - - (Schedule of prices)
7th Oct. ...	Foundations for Greenwich generating-station (first portion). (See also 18th November, 1902)	L.C.C. Tramways generally	Works Department ...	13,250 - -
21st Oct.	Workshops at Clapham car shed and sub-station	Tooting lines ...	Works Department ...	3,600 - - (Schedule of prices)
18th Nov.	Additional amount for foundations for Greenwich generating-station (first portion) (7th October, 1902)	L.C.C. Tramways generally	Works Department ...	1,300 - -
1903.				
3rd Feb.	New temporary car-shed at Rye-lane depot, excluding track-work, etc. (See also 10th February, 1903)	New-cross, Greenwich, and Borough lines	Clyde Structural Iron Co., Glasgow	1,228 17 -
10th Feb.	Track-work, etc. at New Rye-lane temporary car-shed (3rd February)	New-cross, Greenwich, and Borough lines	Tramways Department	1,200 - -
10th Feb.	Track-work, etc. at Balham car shed (22nd July, 1902)	Tooting lines ...	Tramways Department	1,350 - -
17th Feb.	Alterations to Old Kent-road and Bowles-road car-sheds, excluding track-work, etc. (See also next item)	New-cross, Greenwich, and Borough lines	Works Department ...	400 - - (Jobbing schedule of prices)
17th Feb.	Track-work at Old Kent-road and Bowles-road car-sheds, and also at Camberwell-road, Rye-lane (existing), and Greenwich car-sheds. (See also preceding item and 26th January, 1904)	New-cross, Greenwich and Borough lines	Tramways Department	2,510 - -
3rd March	New-cross and Camberwell sub-stations and workshops. (See also 13th October, 1903)	New-cross, Greenwich and Borough lines	Works Department ...	21,100 - - (Schedule of prices)
3rd March	Additional amount for Elephant and Castle sub-station (29th July, 1902), and also workshops at the sub-stations	Tooting, Streatham and Borough lines	Works Department ...	3,225 - - (Schedule of prices)
7th July...	Clapham car-shed (No. 2 portion), excluding track-work, etc. (See also next item and 22nd December, 1903)	Tooting and other lines	Kirk and Randall, Woolwich	29,434 - -
7th July...	Track-work, etc., at Clapham car-shed (No. 2 portion). (See preceding item)	Tooting and other lines	Tramways Department	3,500 - -
28th July	Pier, river-wall, and water-condensing pipes for Greenwich generating-station	L.C.C. Tramways generally	John Cochrane and Sons, London	55,558 19 9
28th July	Steelwork for Greenwich generating-station (first portion)	L.C.C. Tramways generally	J. Westwood and Co., Limited, Millwall	36,808 14 6
28th July	Excavation work for New-cross car-shed	New-cross, Greenwich, and Borough lines	J. and M. Patrick, London	6,541 - -
13th Oct.	Mess-room at the Camberwell sub-station (3rd March, 1903)	New-cross, Greenwich, and Borough lines	Works Department ...	300 - -
24th Nov.	New-cross car-shed, excluding track-work, etc. (See also next item)	New-cross, Greenwich, and Borough lines	Works Department ...	80,530 - -
24th Nov.	Trackwork, etc., at New-cross car-shed. (See preceding item)	New-cross, Greenwich, and Borough lines	Works Department ...	7,000 - -
8th Dec.	Roofing in of yard at Rye-lane depot	New-cross, Greenwich, and Borough lines	Tramways Department	1,100 - -

Date of Council resolution.	Particulars of work.	Section of tramways served.	Name of contractors.	Amount.
1903. 22nd Dec. ...	Improved entrance to Clapham car-shed (No. 2 portion.) (7th July, 1903)	Tooting and other lines	Kirk and Randall, Woolwich	£ s. d. 457 9 5
1904. 26th Jan. ...	Car-pits at Bowles-road and Old Kent-road depots. (17th February, 1903)	New-cross, Greenwich, and Borough lines	Tramways Department	150 - -
29th March (and 17th May and 14th June)	Temporary building at Bank-side generating station. (<i>Afterwards not proceeded with</i>)	Southwark, etc. lines...	Tramways Department	{ 350 - - 81 - -

III.—LIST OF PROPERTIES, OTHER THAN THOSE ALREADY IN THE COUNCIL'S POSSESSION, ACQUIRED FOR THE ERECTION OF TRAMWAYS, BUILDINGS, ETC.—

Date of Council resolution.	Name of building.	Nature of property.	Amount of claim (if any).	Amount of settlement.
1901. 5th Feb. ...	Clapham car-sheds...	Land adjoining the Clapham tramways depot (freehold)	£ s. d. —	£ s. d. 5,000 - -
29th Oct. ...	Camberwell depot ...	Acquisition of property held on lease (freehold)	—	8,500 - -
1902. 25th Feb. and 6th May	Pimlico generating-station	Pimlico Gas Works (part freehold and part leasehold)	—	80,000 - -
29th July ...	Elephant-and-Castle sub-station	Site between Dantzic-street and London-road, near the Elephant-and-Castle (freehold)	—	10,793 - -
29th July ...	New-cross car-sheds and sub-station	About four acres of land known as "Fair-lawn," New-cross-gate (freehold)	—	11,000 - -
1903. 3rd Feb. ...	Greenwich generating-station	Nos. 10 and 12, Hoskins-street, and Nos. 1 to 10, Alfred-place, and land adjoining (leasehold)	394 - -	300 - -
30th June ...	Greenwich generating-station	Nos. 29 and 31, Old Woolwich-road and "The Chapel" (freehold and leasehold)	4,759 - -	3,400 - -
14th July ...	Greenwich generating-station	Elizabeth-cottage, Crowley's-wharf, and "The Golden Anchor" public-house, Hoskins-street (freehold)	3,300 - -	2,600 - -
28th July ...	Greenwich generating-station	Nos. 2 to 8 and 14 to 32 (even), Hoskins-street (leasehold)	2,115 - -	1,150 - -
28th July ...	Greenwich generating-station	Nos. 52 to 60 (even), Hoskins-street (leasehold)	1,452 - -	810 - -
20th Oct. ...	Greenwich generating-station	Elizabeth-cottage, Crowley's-wharf, and "The Golden Anchor" public-house, Hoskins-street (leasehold and trade)	8,359 - -	6,375 - -
27th Oct. ...	New-cross car-sheds and sub-station (29th July, 1902)	Extra amount, for interest on purchase money, etc., of "Fairlawn," New-cross-gate	—	850 - -
17th Nov. ...	Brixton sub-station	No. 20, Brixton-road (freehold)	4,000 - -	3,080 - -
24th Nov. ...	Greenwich generating-station	Nos. 2 to 32 (even), Hoskins-street, Nos. 1 to 10, Alfred-place and private court, and Nos. 29, 29A and 31, Old Woolwich-road	10,620 - -	7,750 - -
1904. 2nd Feb. ...	Clapham car-sheds	Property over the entrance to car-sheds in High-street Clapham (leasehold)	—	1,350 - -
29th March	Greenwich generating-station	No. 31, Old Woolwich-road and "The Chapel" (leasehold and trade)	7,570 - -	3,000 - -

THE COUNCIL'S (NORTHERN) TRAMWAYS.

(Leased to the North Metropolitan Tramways Company.)

Under an agreement, dated 27th May, 1897, confirmed by the North Metropolitan Tramways Act of the same year, the Council purchased, on 14th October, 1897, the greater portion of the lines and depots then belonging to the North Metropolitan and the London Street Tramways Companies within the County of London, and granted a lease to the North Metropolitan Company for 14 years from Midsummer, 1896, of the whole of the lines and depots purchased from the two companies, including those purchased from the London Street Company in 1895.

The Council paid in respect of the tramways £422,750, for the depots and other buildings £267,831, and for law and other charges £7,097, while the cost of the portion of the lines and the two depots of the London Street Company purchased in 1895 was £101,798. Other costs and expenses incidental to the purchase make the cost of the whole of the two companies' lines and

depots £805,879. During the past year £4,503 18s. 3d. has been expended by the Council on capital account for the preparation of plans preliminary to the adoption of electrical traction and for the acquisition of property required for the same purpose, and the total capital outlay up to 31st March, 1904, was £854,033 19s. 8d.

Under the lease the company pays (a) a fixed rent of £45,000 a year in respect of the lines, (b) 5 per cent. per annum on the purchase price of the freehold, and 6 per cent. on that of the leasehold, depots and other buildings and premises, and (c) 12½ per cent. of the increase of gross receipts from the whole of the company's system, both within and outside the county, over those of the year ended 31st December, 1895. The company also pays in respect of any extensions of lines a rent equal to 8 per cent. on the cost of construction, and in respect of additional buildings rents equal to 5 per cent. or 6 per cent. for freehold or leasehold property respectively. The amount (deducting tax in each case) received from the North Metropolitan Tramways Company under heads (a) and (b), including rents in respect of additions and extensions, for the year ended 31st March, 1904, was £59,045 12s. 4d., and that under the head (c) for the year ended 31st December, 1904, was £5,712 2s. 8d., making, with a small amount received as rental from certain leased property, a total of £65,061 4s. 10d. The net receipts from the undertaking, after deducting the annual charge for interest and sinking fund on capital outlay, with certain other small charges, amounted to £27,657 3s. 8d.

The company has now disposed of the whole of its lines outside the county, a portion of these having been purchased by the West Ham Corporation under its powers of purchase and by agreement, while the remainder has been sold to the Metropolitan Electric Tramways, Limited (British Electric Traction Company). The effect of this has been to considerably decrease the Council's revenue under the head of percentage on the increase of the company's gross receipts.

Electrical traction for the Council's (Northern) Tramways.

The Council, being of opinion that it would be more practicable to give effect to the provisions of the London County Tramways (Electrical Power) Act, 1900, so far as regarded the undertaking leased to the North Metropolitan Tramways Company, if that system were in its own hands, passed, on 20th November, 1900, a resolution as follows—"That, in view of the desirableness of no longer withholding from North and East London the advantages of electric tramway traction, and of the importance of providing a complete and united system of electric tramway intercommunication between the different parts of the metropolis, the Highways Committee be instructed to ascertain from the North Metropolitan Tramways Company at what price they will surrender the lease now held from the Council, which expires in July, 1910." This resolution was communicated to the company on 1st December following, with a request that the directors of the company would take the matter into consideration, and state on what terms the company would be prepared to surrender the lease; and, in a letter, dated 21st December, the managing director of the company stated that he was requested by the directors to state that they were not prepared to name any price for the surrender of the lease.

In consequence of this decision, and having regard to the urgent importance of the provisions of the Act referred to being acted upon as regards the Council's (Northern) Tramways, the Council gave notice to the company towards the end of 1901 of its intention to put in force the provisions of the lease which relate to the adoption of electrical traction for the working of the tramways which are the subject of the lease.

This notice was given to the company almost immediately, and the Committee then took into consideration the question of the method in which effect could best be given to the Council's decision. Various questions of difficulty arose in connection with the matter, particularly those relating to the manner of carrying out the work, having regard to the fact that the lines were not in the hands of the Council itself, and the system or systems of traction to be adopted, as to which the lease gives to the Council a free hand. In the result, the Committee formulated a scheme for dealing with the eastern section of the tramways, upon the basis of a mixed user of the conduit and overhead systems, and the proposals with regard to this portion of the lines were forwarded to the company in December, 1902. The company, while concurring with the proposals as to the use of overhead traction on certain of the lines, demurred to the employment of conduit traction, and, although the Council had powers under its lease to adopt such system of traction as it might decide upon, it was felt that it would only be courteous to give consideration to the company's views upon the matter, having regard to the conditions under which the work would be carried out, and an interview was accorded to the directors of the company early in January, 1903. The Committee then formed the opinion that, in view of the attitude taken up by the company, the only course to be taken was to place before the Council, with as little delay as possible, definite and detailed proposals for the reconstruction of the whole of the lines. After certain necessary preliminary reports, the Committee accordingly submitted to the Council in June, 1903, a scheme providing for the reconstruction of the whole of the system, about half for the underground conduit system and the remainder for the overhead system. In their report the Committee pointed out that certain physical difficulties presented serious obstacles to the installation of conduit traction on the last-named lines, but the Council, while authorising the preparation of plans and estimates in respect of the lines to be reconstructed for underground traction, referred it back to the Committee to ascertain the views of the local authorities concerned in cases in which the use of overhead traction was proposed. In order not to postpone longer than possible the commencement of the work, the Committee submitted proposals in October, 1903, for the reconstruction of a portion of those lines, comprising self-contained routes, which it had been previously decided should be reconstructed for conduit traction. In accordance with a subsequent decision of the Council of December, 1903, plans illustrating the Council's proposals as regarded these lines, which consist of about 22½ miles of single track, were forwarded to the Board of Trade, the local authorities

concerned, and the North Metropolitan Tramways Company. The plans are now under consideration by the Board of Trade, which has before it various suggestions from the local authorities as to the details of the system, and the manner in which the work shall be carried out. A communication was sent to the North Metropolitan Tramways Company, asking whether it desired to submit any suggestions with regard to the manner in which the work should be carried out, in order to minimise as much as possible any inconvenience that might be caused thereby to the tramway, as well as to the general traffic, during the progress of the work.

The company in a letter, dated 27th January, 1904, replied stating that until it should be in possession of certain further information with regard to the working of the conduit system, it considered that the time had not arrived when they could with advantage to themselves or the Council "make, as they are invited to do in your letter under reply, any suggestion to the Council "in respect to the adoption of the underground system of electric traction on any of the Council's "northern system of tramways now leased to the company."

The history of the Council's past negotiations with reference to this matter indicates clearly how extremely difficult it is to reconstruct the Northern tramways if the company, the Council's lessees of the lines, are not prepared to accord full assistance and co-operation in the work. The Committee feel, nevertheless, that the Council is under an imperative duty to do all within its power to expedite the adaptation of the lines for electrical traction, and they hope shortly to submit, in accordance with the instructions which have been given to them from time to time, definite proposals to enable the reconstruction of the first section of the tramways to be commenced at an early date.

As regards the employment of overhead traction on portions of the lines, the Committee communicated with the ten metropolitan borough councils concerned, but eight of them were opposed to the adoption of this system of traction, one authority expressed qualified approval of the Council's proposals, while no definite opinion has been expressed by the other local authority concerned. The Committee now have under consideration the question of the course which, in the circumstances, should be adopted, in view of this expression of opinion as to the use of the overhead trolley system where it appears to be necessary, and they hope to be able at an early date to report with regard to the question of the reconstruction of the lines, over and above the 22½ miles above referred to, on which it is proposed to instal the conduit system.

The Committee have given unceasing attention to this matter, the grave importance of which they have realised from the first, and they greatly regret that the difficulties referred to should have hindered a prompt and effective settlement of the question. They regard the electrification of this system as of pressing urgency, as it is not possible in any other way to so develop the tramways as to enable them to adequately meet the needs of the densely populated districts through which they pass.

Reconstruction of tramways not included in the company's lease.

There are certain short lengths of tramways in the County of London, forming part of the North Metropolitan Tramways Company's system, which are not included in the lease to the company of the Council's (Northern) Tramways. The company has recently taken steps to reconstruct, for the overhead system of electrical traction, the portions of tramways referred to, having obtained the consent of the Board of Trade to the system of traction proposed to be used. The work was carried out under the powers conferred upon the company by the North Metropolitan Tramways Act, 1897. This Act, however, limits the period for the completion of the work to two years from the date of its becoming law, and the Council was advised that the company was acting illegally in proceeding with the work. It appeared that as the tramways affected would become purchasable by the Council, and would probably be worked in conjunction with the lines that were the subject of the lease, it was most important that the Council should have a voice in the system of traction to be adopted. An action was accordingly instituted on the Council's behalf to prevent the company proceeding with the works. The company has since made certain proposals to the Council for the action not to be proceeded with, and the Committee now have these proposals under consideration.

THE LONDON COUNTY TRAMWAYS ACT, 1900.

By the *London County Tramways Act, 1900*, the Council obtained power to construct the following new lines of tramways north of the Thames, a total length of about 5 miles—(1.) Along Constantine-road and Agincourt-road, Hampstead, single line to relieve the traffic in Fleet-road. (2.) From the present terminus in Prince-of-Wales-road, near the "Mother Shipton" public-house, to Haverstock-hill. (3.) Along Crowndale-road to connect those in Great College-street and High-street, Camden-town. (4.) From the existing line from the Canonbury depot, near Highbury-station, along St. Paul's-road, to Balls Pond-road. (5.) From the Holborn Town Hall, along Rosebery-avenue, to its junction with St. John-street-road near the "Angel," at High-street, Islington. (6.) From the "Angel," at High-street, Islington, along St. John-street-road and St. John-street to Smithfield Meat-market. (7.) Between Clapton-road (opposite Lea-bridge-road), and High-street, Stoke Newington, via Kenninghall-road, Nightingale-road, Brooke-road, Evering-road, and Church-road. (8.) Short extension of the tramways in Cassland-road, Hackney, from the present terminus to Dagmar-road. (9.) Along the East India-dock-road, from the present terminus in Barking-road, to and over the new Barking-road-bridge, at the county boundary.

The Act provides that in cases where streets are to be widened in connection with the construction or doubling of tramways, such tramways shall not be used until the widenings shall have been effected.

The tramway No. 1 above referred to, along Agincourt-road and Constantine-road, about 2 furlongs 7 chains in length, for the relief of the traffic along Fleet-road, has been constructed for horse-traction, as at the time it was clear that some considerable time must necessarily elapse before the Council's (Northern) Tramways system, of which these tramways form part, could be adapted for electrical traction.

The widening of a portion of St. John-street has been completed, and the opportunity presented itself of constructing the tramways along this portion of the thoroughfare for the underground conduit system of electrical traction, so as to save a further disturbance of the carriageway at a comparatively early date. Arrangements have accordingly been made with this object, and the estimated cost of the tramway work is £2,650.

The question is under consideration of what steps shall be taken with a view to the construction in connection with the Council's (Northern) Tramways, of the other lines authorised by the Act. It does not, however, seem probable that any steps can, with advantage, be taken with a view to the construction of these lines until arrangements shall have been made for reconstructing the whole of the existing system for electrical traction.

Powers were also obtained in the Act to enable the Council to double the existing single lines of tramways in portions of Mare-street, Kentish-town-road, Nine-elms-lane, Goswell-road, and Old-street in which it is proposed that street widenings shall be carried out. The work in Old-street has been completed, while that in the other thoroughfares named is in hand. It is proposed that those lines, which are in connection with lines that are likely to be reconstructed for electrical traction at an early date, shall be doubled for that system also.

THE LONDON COUNTY COUNCIL (TRAMWAYS AND IMPROVEMENTS) ACT, 1901.

The Council in 1901 promoted a bill to authorise the construction of various tramways, of which particulars were set out in a previous report of the Committee. The bill, which became law under the title of the *London County Council (Tramways and Improvements) Act, 1901*, authorised—*The construction of tramways*—(1.) From the Archway Tavern *via* Archway-road to the county boundary and junction line (3 fur. 2 ch.). (2.) Junction lines between tramways in Balls-pond-road and Mildmay-park-road (175 ch.). (3.) From York-road, Wandsworth, *via* Garratt-lane, etc., to High-street, Tooting (2 m. 7 fur. 7.65 ch.). (4.) From tramway terminus in High-street, Tooting, to county boundary at Merton (3 fur. 0.55 ch.). (5.) From existing lines in Battersea-park-road to southern end of Albert-bridge, and junction line (4 fur. 8.75 ch.). (6.) From Westminster-bridge-road *via* Lambeth-palace-road and Stangate to join existing terminus opposite Belvedere-road (1 fur. 1.15 ch.). (7.) Along the new southern approach to Tower-bridge (4 fur. 0.45 ch.). (8.) Ten short junction lines between existing tramways in the Boroughs of Bermondsey, Camberwell, Lambeth and Southwark (5 fur. 6.99 ch.). *The doubling of existing tramways*—(1.) Between Camberwell-green and Vauxhall. (2.) Between Newington-butts and Wandsworth-road. (3.) Portions of single lines in Battersea-park-road, Bermondsey-new-road, Wandsworth-road, Albert-embankment, and York-road; and *generally*—the construction of additional crossings, interlacing lines, etc., in connecting with existing tramways.

The lines along Bermondsey-new-road and along the Tower-bridge southern approach, the whole thoroughfare now being called Tower-bridge-road, have been constructed for electrical traction, as well as the doublings Nos. 1 and 2 above referred to, and most of the short junction lines authorised by the Act have been completed, in connection with the reconstruction of portions of the London County Council Tramways for that system of traction.

Considerable advantage has been taken of the general powers conferred by the Act for the alteration and doubling, etc., of tramways, and for the construction of additional crossings, junctions, etc.

Arrangements have been made for the construction of short portions of tramways Nos. 3 and 4 above specified, in extension of the existing lines at Tooting, so as to provide improved terminal facilities for dealing with the tramway traffic at Tooting. The cost of this work is estimated at £13,850.

Careful consideration is being given to the question of what steps shall be taken to carry out the other powers conferred by the Act, but the construction of some of the tramways cannot be commenced until the necessary street widenings, to which reference is made in the report of the Improvements Committee, shall have been completed.

THE LONDON COUNTY COUNCIL (TRAMWAYS AND IMPROVEMENTS) ACT, 1902.

By the *London County Council (Tramways and Improvements) Act, 1902*, the Council is authorised to construct 6 miles 5 furlongs 5.23 chains of double, and 1 mile 2 furlongs 0.52 chains of single, tramway lines, comprising lines from (1) Camberwell-green, *via* Grove-vale, Dog Kennel-hill and Lordship-lane, to Crystal-palace-road; (2) Hammersmith-broadway, *via* Fulham Palace-road and Putney-bridge, to Lower Richmond-road; (3) High-street, Eltham, *via* Wellhall-lane and Woolwich-road, to Beresford-square, Woolwich.

The construction of none of these tramways has yet been commenced, but the widenings required in connection therewith are for the most part well in hand.

In another portion of this report will be found particulars of the *London County Council (Subways and Tramways) Act, 1902*, which authorises the Council to construct, in connection with the Holborn to Strand Improvement, a subway from Theobald's-road *via* Southampton-row, Kingsway and Aldwych, to the Victoria-embankment, and a tramway therein, from the existing tramways, in Theobald's-road to the north side of the Strand.

TRAMWAYS SCHEMES, 1903.

Five bills to authorise the construction of tramways in the County of London were deposited in the session of 1903. These were—

- (a) The London County Council (Tramways and Improvements) Bill.
- (b) The Beckenham Urban District Council Bill.
- (c) The Croydon and District Electric Tramways (Extensions) Bill.
- (d) The Erith Tramways and Improvements Bill.
- (e) The Harrow-road and Paddington Tramways Bill.

By the Council's bill power was sought for the construction of various new tramways north and south of the Thames, to be worked either in connection with, or independently from, existing lines.

The bill, as passed, authorises the construction of 3 miles 3 furlongs 7·85 chains of tramways, comprising lines from—(1) Hammersmith-broadway, *via* Bridge-road to near the northern end of Hammersmith-bridge; (2) Harlesden (near the county boundary), *via* Scrubs-lane, Wood-lane, Shepherd's-bush-road, and Brook-green-road, to Hammersmith-broadway; and (3) Garratt-lane, Wandsworth (authorised L.C.C. Tramways), *via* Wimbledon-road to the county boundary.

By the *Beckenham Urban District Council Bill* power was sought by the District Council for the construction of tramways in the Metropolitan Borough of Lewisham, 1 furlong 2 chains in length. The line would commence in Kent-house-road, Lower Sydenham, where it is crossed by the county boundary, and passing along that road, would terminate at the junction of Kent-house-road with High-street, Sydenham. Owing to more than two-thirds of the line, of which the above-mentioned length formed part, being within the district for which the promoters were the local and road authority, it was held that the consent of the Council was not essential in order to enable the promoters to comply with the standing orders of Parliament in respect of the line. Negotiations were entered into with the District Council as to the arrangements to be made with regard to the manner in which the line, if authorised, should be constructed and worked. It was not possible, however, to arrange satisfactory terms, and the bill was accordingly opposed by the Council in the House of Lords, when the bill was passed, subject to the Council's right of purchasing the line after a period of 21 years being preserved, and to the Council being entitled to make connections and to have running powers in the event of tramways being authorised in London to connect with the line in question. This decision was considered very unsatisfactory in view of the Council's position as the tramway authority for London, and the fact that Parliament had hitherto refused to grant powers for the construction of lines in London objected to by the Council.

By the *Croydon and District Electric Tramways (Extensions) Bill* the British Electric Traction Company sought power for the construction of certain tramways—including the following lines within the County of London—(1) From the county boundary in Kent-house-road, Lewisham, *via* that thoroughfare and Sydenham-road to the junction of Kirkdale and West-hill; and (2) from Merton-road, Wandsworth, by a junction with the Council's authorised tramways, *via* that thoroughfare, Longley-road and Mitcham-road, to form a junction at the county boundary with the authorised Mitcham light railways. Following its uniform policy the Council withheld its consent to these proposals, and the powers in respect of the tramways referred to were accordingly struck out of the bill.

In the *Erith Tramways and Improvements Bill* the Urban District Council sought power to construct certain tramways, including some in the County of London. These lines would have been in all 1 mile 6 furlongs 5·2 chains in length, and would have been situated in Bostall-hill-road, Basildon-road, McLeod-road and Knee-hill. It was held that the Council's consent to the introduction of the bill was not required, in view of the fact that more than two-thirds of the lines of which the above-mentioned length formed part were within the district for which the promoters were the local and road authority, and the bill was accordingly allowed to proceed. The Council opposed the bill in Parliament, and the proposals for certain of the tramways in the County of London were rejected, while the powers to construct the remainder were made subject to the consent of the Council being given or withheld at its discretion. Other amendments of minor importance desired by the Council were also inserted in the bill, which was then passed.

Power was sought by the promoters of the *Harrow-road and Paddington Tramways Bill* to construct a very short length of tramway situated in High-road, Kilburn, within the county boundary. The length of line in the county being so short, the withholding of the Council's consent made no material difference, and no opposition on standing orders was taken on behalf of the Council, but ultimately no new tramways were authorised by the bill as passed by Parliament. The bill contained a proposal to empower the promoters to arrange with the Council for the extension of the period of purchase for the Harrow-road and Paddington tramways, but, at the instance of the Council, this proposal was struck out. The principal powers contained in the Act are to enable the company to reconstruct its tramways for a system of electrical traction to be approved by the Board of Trade, and to lease the lines to the Metropolitan Electric Tramways, Limited (British Electric Traction Company).

TRAMWAYS SCHEMES, 1904.

Five bills to authorise the construction of tramways in the County of London have been deposited in the session of 1904. These are—

- (a) The London County Council (Tramways and Improvements) Bill.
- (b) The Harrow-road and Paddington Tramways Bill.
- (c) The London, Camberwell and Dulwich Tramways Bill.
- (d) The London United Tramways (Railways) Bill.
- (e) The London United Tramways Bill.

By the Council's bill power was originally sought for the construction of about 33 $\frac{1}{4}$ miles of new tramways along the routes indicated in the following table—

Route of proposed new tramways.	Approximate length.		
	M. fur. ch.		
(1) Hampstead-road tramways terminus, via Tottenham-court-road, to a point near Oxford-street	-	5	9
(2) Westminster-bridge-road, via Victoria-embankment, to north side of Strand	1	-	8
(3) Hop Exchange, via Stamford-street, to Lambeth-palace-road ...	1	1	6
(4) Waterloo-road tramways terminus to a point opposite York-road	-	1	7
(5) Goose-green, via East Dulwich-road, to Stuart-road, Peckham...	1	-	7
(6) Greenwich, via the Blackwall-tunnel, to East India Dock-road...	2	2	1
(7) Shepherd's-bush-road, via Bayswater-road, to a point near the Marble-arch	2	6	5double
(8) Marble-arch, via Edgware-road, to Cricklewood	-	3	3 single
(9) Battersea-park-road, via Battersea-bridge, to King's-road, Chelsea	3	5	6
(10) Clapham, via Clapham-common, north side, to East-hill, Wandsworth	-	7	8
(11) Streatham tramways terminus, to county boundary at Norbury	2	-	5
(12) Authorised tramways in Tooting High-street to new county boundary	1	1	5double
(13) Lordship-lane, at its junction with Crystal-palace-road, to Forest-hill	-	3	4 single
(14) Lewisham High-road, via Malpas-road, etc., to Forest-hill ...	-	-	4
(15) New-cross, via Lewisham High-road, to Lee-green	1	2	4
(16) Deptford, via Shooter's-hill, to the Herbert hospital, Woolwich...	2	6	-
(17) Doubling of part of, and reconstruction of, the existing tramways from Beresford-square, Woolwich, to the terminus at High-street, and construction of new tramways thence to county boundary, near Abbey-wood	2	4	5
(18) Doubling of existing tramways from Greenwich to Catford ...	3	3	5
	33	2	2

Provision is also inserted in the bill, at the request of the Woolwich Borough Council, to enable the borough council to divert Well-hall-road at its southern end, and also to divert the route of the tramways which the Council is authorised to construct along that thoroughfare under its Tramways and Improvements Act of 1902.

Owing to the difficulty experienced in securing the consents of all the road authorities concerned, and contributions towards the cost of the street widenings required in connection with some of the proposed new schemes, Nos. 3, 7, 9, 10, 12, 16 and 18 (Greenwich portion) were subsequently withdrawn from the bill. Ultimately, lines Nos. 8 and 11 were also struck out of the bill for the same reasons. Details as to the progress of the bill in Parliament will be found in the report of the Parliamentary Committee, but it may here be stated that proposal No. 2 above referred to, for the construction of tramways across Westminster-bridge and along a part of the Victoria-embankment to the Strand, was struck out of the bill by the House of Commons on 24th March, 1904, on second reading, by 159 votes to 131.

By the *Harrow-road and Paddington Tramways Bill*, promoted by the Harrow-road and Paddington Tramways Company, power is sought to enable the company to carry out certain widenings of Harrow-road along the route of its tramways, and to sell its undertaking to the Metropolitan Electric Tramways, Limited, instead of leasing it in accordance with the Act of 1903. The proposed widenings are apparently intended to be carried out in connection with the reconstruction of the tramways for electrical traction, which was authorised by the Company's Act of 1903, above referred to. The Committee considered it desirable that in view of the fact that the company's lines would become purchasable by the Council in 1907, the Council should have a voice as to the character and extent of the street widenings proposed to be effected in London, and that the Council's purchase rights should not be prejudiced in any way by the sale of the lines to the Metropolitan Electric Tramways, Limited, and steps are accordingly being taken to secure the necessary amendments of the Bill.

Special reference is made, in a subsequent paragraph of this report, to the *London, Camberwell and Dulwich Tramways Bill*.

By the *London United Tramways (Railways) Bill* power was sought to construct a so-called railway under the river Thames at Hammersmith to connect the London United Tramways Company's lines north and south of the river. The length of the railway, which would be partly in tube, partly in tunnel, and for a short distance a surface line, would be about 1 $\frac{1}{4}$ miles. The bill was promoted as a railway bill, although the tunnels, etc., were intended for the accommodation of electrical tram-cars; and the Committee therefore took the view that, as the bill sought to authorise what were, practically, for the purposes of locomotion, tramways, the powers should have been included in a tramways bill, under the usual procedure relating to the introduction of legislation to authorise the construction of tramways and their subsequent purchase by the local authority. Steps were therefore taken to oppose the Bill, which was disallowed as not complying with the standing orders of Parliament, and the bill could not be further proceeded with.

The only provisions contained in the *London United Tramways Bill* which directly affect the County of London relate to the acquisition of lands for small additional widenings of Askew-

road; and it was thought desirable that steps should be taken to secure the insertion in the bill of a clause to protect the Council's interests with regard to these widenings.

THE LONDON, CAMBERWELL AND DULWICH TRAMWAYS.

The proposals of the Council for the construction of tramways (*a*) from Camberwell-green, *via* Denmark-hill, Lordship-lane, etc., to Forest-hill; and (*b*) from Goose-green, *via* East Dulwich-road, to Stuart-road, Peckham, which were before Parliament in 1901, were approved by the House of Commons but were rejected by the House of Lords Committee, mainly owing to opposition to the schemes by the London, Camberwell and Dulwich Tramways Company, which has tramways, which are practically derelict, along portions of the routes proposed for the new lines, namely, in Lordship-lane and East Dulwich-road. The Council in the session of 1902, however, obtained powers for the construction of tramways from Camberwell-green to Lordship-lane, at its junction with Crystal-palace-road, where the company's tramways commence. The company's tramways are a serious obstacle in the way of the provision of direct tramway communication, which is much needed, between the districts of Camberwell and Peckham, Dulwich, and Forest-hill, and the Camberwell Borough Council, and its predecessor the Vestry of Camberwell, as the road authority concerned, from time to time made endeavours to induce the Board of Trade to exercise the powers conferred upon it by section 41 of the Tramways Act, 1870, and to issue an order authorising the removal of the company's tramways on account of the working of them having been discontinued, but these endeavours were unsuccessful. As a result of the applications made by the Crystal Palace Light Railways and Tramways Company to the Light Railway Commissioners for powers to construct a light railway to the Crystal-palace from a point near the proposed terminus of the Council's projected tramways, above referred to, in Lordship-lane, the Council informed the Camberwell Borough Council that it was unable to agree to the proposal for the construction of the line by a private company, but would probably itself be willing to endeavour to obtain powers to extend the authorised tramways from Lordship-lane to the Crystal-palace, provided arrangements could be made for the removal of a portion of the lines of the London, Camberwell and Dulwich Tramways Company. The Camberwell Borough Council in July, 1902, accordingly decided to make a further application to the Board of Trade under the Tramways Act, 1870, and the various local Acts, for an order declaring the powers of the London, Camberwell and Dulwich Tramways Company at an end; and the Council supported this application before the Board of Trade.

The Board of Trade, as a preliminary to holding any inquiry upon the subject of the Borough Council's application, directed one of its officers to inspect the tramways, and Colonel Von Donop, in November, 1902, inspected the lines, and reported to the Board "that he did not consider that in the interests of the public safety any tram lines ought to be allowed to remain in the condition in which these lines are at the present time."

A conference, at which Mr. Bonar Law, M.P., Parliamentary Secretary to the Board of Trade, presided, was subsequently held at the offices of the Board on 12th March, 1903, between representatives of the Board, the Council, the borough council, and the London, Camberwell and Dulwich Tramways Company. The town clerk of Camberwell stated the case for the borough council, pointing out that the company had failed in its statutory obligations with regard to the working of the tramways, and Mr. J. W. Benn, the chairman of the committee, and other representatives of the Council, supported the views of the borough council. Mr. J. J. Maclean, one of the directors of the company, then stated that the company proposed to reconstruct its lines for a system of electrical traction, and hoped that in consequence the application for the removal of the tramways would be withdrawn, and that the Council would raise no objection to the proposal, whereupon Mr. Bonar Law stated that, in his opinion, the district affected needed efficient tramway communication, and that in view of the proposals of Mr. Maclean, it appeared that the case was one for agreement between the parties concerned. The conference was accordingly concluded on this basis. The Committee subsequently had an interview with Mr. Maclean with regard to proposals made for the reconstruction for electrical traction and the extension of the company's tramways; but, although much correspondence took place between him and the Council, no definite understanding could be come to upon the matter. An intimation was then received from the Camberwell Borough Council that the company's lines were still in an unsafe condition, and, in view of the failure of any attempts to come to an arrangement with Mr. Maclean, the borough council was asked to renew its application to the Board of Trade for the removal of the lines.

In the meantime, a portion of the company's tramways, situated in Lordship-lane, Crystal-palace-road, East Dulwich-road, and Peckham-rye, became compulsorily purchasable by the Council in 1903. These tramways consist of single lines with passing places, and are about $1\frac{1}{2}$ miles in length. In view of all the circumstances above indicated, and especially the fact that the borough council was renewing its application to the Board of Trade for the removal of the lines, the Council decided that it would not, at the present time, exercise its right to purchase them.

As stated elsewhere in this report, the Council is again seeking power, in the session of 1904, to enable it to construct tramways (*a*) from the authorised tramways in Lordship-lane (at its junction with Crystal-palace-road), *via* Lordship-lane, to Forest-hill, and (*b*) from Goose-green, *via* East Dulwich-road, to Stuart-road, Peckham, and each of these new lines would traverse a portion of the company's lines which were purchasable by the Council in 1903.

In addition to the Council's two schemes of the session of 1904 above referred to, a bill is being promoted by the company, by which it seeks power to reconstruct its tramways for the overhead system of electrical traction; and the bill also contains proposals to considerably vary the terms under which the company's undertaking is now purchasable by the Council under the Tramways Act, 1870, and a clause with regard to certain street widenings in Rye-lane.

The company's bill is being strenuously opposed on preamble by the Council and the Camberwell Borough Council; while, on the other hand, a petition has been presented by the company against the Council's bill, so far as the proposed tramways above specified are concerned.*

PROPOSALS FOR CONSTRUCTION OF TRAMWAY-SUBWAYS, ETC.

Tramway-subway from Southampton-row to the Victoria-embankment.

In previous annual reports it has been stated that consideration had been given to the question which was referred to the Committee by the Council on 13th June, 1899, of the desirability of the adoption for London of a system of shallow underground tramways, and the tramways manager and the electrical engineer, as the result of their observations during a visit to New York and Boston, where the system is in operation, advised that it was extremely desirable that an endeavour should be made at the earliest possible moment to introduce a similar system for London. They stated that the adoption of the system of underground tramways in the cities above specified had relieved to a large extent the congestion, which was previously very serious, of the traffic on the surface of the streets, and that owing to the shallow depth at which the tramway-subways were laid, there was little or no difficulty as regarded entrances and exits, which were provided by means of short flights of steps, the expense of constructing and working lifts, which were necessities of deep-level railways, being thus avoided.

Under powers conferred upon the Council by Parliament, the new thoroughfares between Holborn and the Strand, Kingsway and Aldwych, were in course of construction, and it appeared to the Council that this would be an ideal route for the trial of a first experiment of the shallow underground system of tramways. One of the termini of the Council's northern system of tramways is at Theobald's-road, and the Council decided to apply in the session of 1902 for powers to construct a tramway subway from the level of the Victoria-embankment, under Wellington-street, across the Strand and through Kingsway and Aldwych, thence to Holborn, under Holborn and Southampton-row, the tramway being taken up an incline to Theobald's-road. The estimate of the cost of the construction of such a subway, and of the tramway for a system of electrical traction is £282,000. The carrying out of this proposal would enable the inhabitants of the eastern parts of London served by the tramways converging upon the Theobald's-road terminus to travel to the Strand and through to Westminster, and also to within an easy distance of Charing-cross. The Council therefore decided that it was desirable that, even taking into account the amount of the first cost, the experiment should be tried, as it was of opinion that the proposed underground tramways would not only be a means of improving the facilities of communication between the tramways systems north and south of the river Thames, provided that powers could be secured for the construction of tramways over Westminster-bridge and along the Victoria-embankment, but that they would probably prove a success from a pecuniary point of view.

A bill was accordingly introduced into Parliament to confer upon the Council, among other things, powers to construct a subway and to construct tramways therein for electrical traction, from the Victoria-embankment, along Wellington-street, across the Strand, through the new street thence to Holborn, under Holborn and Southampton-row, and to take such tramways, by an inclined plane, to the tramways terminus in Theobald's-road.

Detailed reference to the progress made with this measure in Parliament has been made in the report of the Parliamentary Committee, from which it will be seen that the Council was finally authorised, by the London County Council (Subways and Tramways) Act, 1902, to construct a subway from Southampton-row, along Kingsway and Aldwych, to the Victoria-embankment, and also to construct tramways in the subway as far as the north side of the Strand only. Power was obtained in 1903 for the setting back of Southampton-row 10 ft. on each side, between Fisher-street and Vernon-place, so as to make an approximate width of 100 ft., which was considered necessary to enable the tramway subway to be constructed as proposed. The Council also decided to seek powers in the session of 1903, for the extension of these authorised tramways from the Strand to the Victoria-embankment, and thence along the embankment and across Westminster-bridge, but this proposal was rejected by Parliament; and when the same scheme was revived in the session of 1904, it was again rejected by the House of Commons on 24th March, 1904, by 159 votes to 131.

The Council considered it desirable that, in order to expedite the tramway work and to ensure economy as far as possible, the construction of the various portions of the subway from Southampton-row to the Victoria-embankment, the making up of the carriageway, and the execution of the other necessary works in connection with the formation of the new thoroughfares, should be carried out concurrently as parts of one undertaking, and as the Improvements Committee in February, 1903, were anxious that a portion of the work under their control, which could be put in hand at once, should be executed as soon as possible, the Council, on the recommendation of the Highways Committee, approved an estimate of £209,000, in respect of the construction of the whole of the subway. The construction of several portions of the tramway-subway has now been put in hand, in connection with the making up of the portions of the carriageway affected. These works are as follows, and are being executed under the direction of the Works Committee, without the intervention of a contractor—Aldwych, between Catherine-street and Drury-lane; Kingsway, between Great Queen-street and Holborn, and thence under Holborn to Southampton-row between Eagle-street and Vernon-place; and the junction of Kingsway and Aldwych. It is anticipated that further portions of the work can be put in hand shortly.

* After an exhaustive hearing, the Select Committee of the House of Commons finally decided unanimously that the preamble of the Company's Bill was not proved, and the same Committee subsequently passed the Council's schemes, subject to certain conditions.

LIGHT RAILWAYS ACT, 1896.

Application of the Middlesex County Council.

An application, which, as far as London was concerned, was practically a repetition of an unsuccessful one made in May, 1901, was made by the Middlesex County Council to the Light Railway Commissioners in May, 1902, for power to construct certain light railways, including a line from the boundary of the counties of London and Middlesex at Cricklewood, *via* Edgware-road, to Bridge-street, near Kilburn-priory; and the Council decided to take all necessary measures for opposing the application so far as it affected the County of London. The application was before the Commissioners on 20th October, 1902, when the Middlesex County Council was represented by counsel, as were also the London County Council, the Hampstead Borough Council, the Willesden Urban District Council, and the North London Railway Company; and, after the case for the Middlesex County Council had been stated, the Commissioners, without hearing any speeches of witnesses in opposition, decided that the consideration of the application, so far as regarded the light railway above specified, should be postponed until the result of the application which the London County Council had notified its intention to make to Parliament in the session of 1903, for powers to construct tramways from near the Marble-arch to Cricklewood (part of which would be along the proposed light railway route), should have become known. The Council's proposal, however, had to be withdrawn in January from the Tramways Bill of 1903, owing to the refusal of the road authorities to give the necessary consent to the construction of the line; but the Commissioners have not yet announced when they will resume consideration of the application of the Middlesex Council for the light railway order.

Applications of the Crystal Palace Light Railways and Tramways Company.

In the last annual report it was stated that an application had been made by the Crystal-palace Light Railways and Tramways Company, Limited, for an order to authorise the construction of a light railway from Lordship-lane to Dulwich-common, and through fields, past Grove-house and Dulwich-wood Farm through Dulwich-road, to the junction of Rock-hill and College-road, and thence southward along College-road, Crystal-palace-parade, and terminating at Church-road near its intersection with Westow-hill. The route proposed was almost wholly within the County of London, and the light railway would form a continuation of the Council's authorised tramways in Lordship-lane, and join with the London, Camberwell and Dulwich Tramways. The Council strongly objected to the powers sought for in the order being granted to a company, inasmuch as the Council itself would probably put forward proposals in respect of practically the same route, and it was decided to take all necessary measures to oppose the granting of the order. The application was heard by the Commissioners on 10th April, 1902, when it was withdrawn by the promoters in consequence of the refusal of the Commissioners to confer power for the construction of a 50-foot road along the route of the proposed lines, a condition which the Camberwell Borough Council, within whose district a large proportion of the suggested lines would have been situated, regarded as essential. It was therefore not necessary for the Council to offer evidence in opposition to the scheme.

Immediately after the withdrawal of the above application, the company submitted a further scheme, in substitution for the proposal above described, for the construction of a light railway from a point in Lordship-lane near its junction with Crystal-palace-road, *via* London-road and Sydenham-hill, to the Crystal-palace. The Committee were of opinion that it was desirable that further means of access to the Crystal-palace should be provided, but that the better course would be for the Council, at some future time, to seek powers for an extension of the tramway (for which powers were obtained in the Council's Act, 1902) in Lordship-lane, and having regard to all the circumstances, the Council decided to oppose the company's application before the Light Railway Commissioners. An intimation was, however, received in May, 1903, that the promoters had withdrawn their application for the order, and no further action on the part of the Council was therefore necessary.

Application for Harrow-road and Willesden Light Railways (and Lands) Order.

An application was made in May, 1903, by the Harrow-road and Paddington Tramways Company to the Light Railway Commissioners for an order to authorise the construction of certain light railways in the counties of London and Middlesex and the execution of certain street widenings. The only line actually affecting London was one, about one-third mile in length, from the company's existing tramways in Harrow-road, along Waltherton-road, and terminating in Malvern-road at the boundary of the counties of London and Middlesex. The remaining lines included in the application were situated in the urban district of Willesden, and were lines which had been struck out of the Harrow-road and Paddington Tramways Bill of 1903. The draft order provided that the respective local authorities should be enabled to purchase the light railways after the expiration of 30 years from the date of the granting of the order, upon terms of paying the fair market value as a going concern, but without any allowance for compulsory purchase. The Council did not consider that this provision was sufficiently advantageous to the local authorities concerned, and the clauses included in the order relative to the conveyance of workmen also appeared to be inadequate. The Paddington Borough Council, the London road authority concerned, assented to the granting of the order, subject to protective clauses being agreed, and to such arrangements being made between the promoters and the London County Council as that Council might require. The Council objected to the granting to a company of the powers sought for in the order, especially in view of the proposals which were contained in the company's Tramways Bill of 1903, for the postponement of the date of purchase by the local authorities concerned, of the company's tramways, which, so far as London was concerned, would in the ordinary course become purchasable by the Council in 1907. The Council therefore decided to oppose the

granting of the order, but the application for the order was subsequently withdrawn by the promoters, so that it was not necessary for the Council to take any further action in the matter.

ELECTRIC LIGHTING ACTS AND ORDERS.

Electric meter testing-stations.

The amount of energy supplied to any consumer is, unless otherwise agreed, to be ascertained by means of an appropriate meter, which must be of a construction and pattern approved by the Board of Trade, and must be certified to be so, and to be a correct meter and properly connected with a service line, by an inspector appointed by the Council. This is the case with regard to most of the electric lighting orders under which energy is supplied in London. It does not apply, however, in the cases of the St. Pancras (Middlesex) Electric Lighting Order, 1883, and the St. Luke's (Chelsea) Electric Lighting Order, 1886, under which application has to be made to a court of summary jurisdiction to appoint an inspector to settle any dispute. This has been the cause of some inconvenience to consumers in the past, although in some cases the Council's inspectors have, by consent of both parties, adjudicated upon disputes arising outside its area of jurisdiction. For the purpose of meter-testing, the Council maintains testing-stations, with the necessary appliances for testing meters of all patterns up to a capacity of 600 ampères, at Nos. 42 and 43, Cranbourn-street, and also at the Victoria-embankment electricity generating station, and qualified inspectors, specially appointed by the Council under the Electric Lighting Acts and Orders, are engaged there in testing meters.

The various patterns of meters approved by the Board of Trade up to the present time are the following—The Shallenberger (Coulomb) meter (approved for certain districts of London only), the Ferranti and the Hookham meters (approved in 1897), the Aron meter (approved in 1898-9), the Shallenberger alternating integrating watt-meter and the Bastian meter (both approved in 1900), the Long-Schattner meter, the "O.K." meter, the Westinghouse integrating watt-meter, the Elihu Thomson recording watt-meter (all approved in 1901), the Hookham (later type) meter the Wright meter (both approved in 1902), and the Stanley meter (approved in 1904).

The Council has adopted rules and scales of fees with regard to the testing of electricity meters and to other services under the Electric Lighting Acts and Orders, and these rules and fees have been approved by the Board of Trade. During the past year £409 10s. 5d. has been expended for additional testing plant at the Victoria-embankment testing station.

The Council's officers have also been engaged, in conjunction with the officers of the Board of Trade, in the examination of various meters, and the noting of their performance under ordinary working conditions.

During the year 453 meters of various patterns, the accuracy of which was in dispute, have been tested at the station, and all of these have also been examined at the consumers' premises; and 1,163 tests have been made for electric supply companies and meter manufacturers. The amount of the fees received during the year 1903-4 was £583 12s. 10d. The expenses under the Electric Lighting Acts for the same period on maintenance account were £2,010 13s. 10d.

Notices under Electric Lighting Acts and Orders.

The Council has, since the date of the last annual report, received and dealt with 351 notices of intention to carry out electric lighting works in public thoroughfares, extending, in some instances, over large areas; and each of these notices has been separately considered, and, in nearly all cases, special conditions have been attached to the Council's consent.

The Council has during the year sanctioned the laying of mains in about 110 miles of streets and roads, in addition to a very large number of service lines to consumers' premises. Of these, one mile were power mains, while the main in eight miles of streets were for currents of high-tension, and in 101 miles for those of low-tension.

The works of the companies in the public streets are supervised by inspectors specially appointed by the Council under each of the Electric Lighting Orders affecting London, with the exception of the St. Luke's (Chelsea) Order, 1886, and the St. Pancras (Middlesex) Order, 1883, referred to above, in order to insure that the requirements of the Council are complied with.

Provision of testing stations with the necessary apparatus.

Provision is contained in many of the various Electric Lighting Orders affecting London to the effect that the undertakers shall, at such places within a reasonable distance from a distributing main, establish at their own cost and keep in proper condition such reasonable number of testing stations as the Council shall deem sufficient for testing the supply of energy by the undertakers through such main, and shall place thereat proper and suitable instruments of a pattern to be approved by the Board of Trade, and shall connect such stations by means of proper and sufficient electric lines with such mains, and supply energy thereto for the purpose of such testing. Other provisions require the undertakers to keep upon their premises suitable and proper instruments, of such pattern and construction as may be from time to time approved or prescribed by the Board of Trade, to keep such instruments in efficient working order, and also to give facilities of access to inspectors appointed by the Council for the purpose of testing; and the inspectors' remuneration and expenses are to be paid by the undertakers.

Up till recently, however, the Council had not been in a position to call upon any of the undertakers under the respective orders to fulfil their obligations as regards the provision of testing-stations, as no instruments had been approved by the Board of Trade as being suitable. But when, in 1903, the Board intimated its intention of approving testing instruments which were to be obtained in the market, the Council considered that the time had arrived for it to take the necessary action with reference to the matter.

It was thought well that a commencement should be made with the Kensington and

Knightsbridge Electric Lighting Company, which was prepared to make arrangements for the establishment of testing-stations, and a notice was accordingly served by the Council upon the company, requiring it to do so.

Almost immediately afterwards, in June, 1903, the Council decided to serve a similar notice upon the Brompton and Kensington Electricity Supply Company, which had also intimated that it was prepared to make the necessary arrangements in the matter.

The Committee have under consideration the question of requiring the remaining companies to adopt a similar course.

Alterations of standard pressure.

The Chelsea Electricity Supply Company applied in 1903 for the Council's consent, required by the Board of Trade regulations for insuring a proper and sufficient supply of electrical energy in the area scheduled to the Chelsea Electric Lighting Order, 1886, to an alteration of the standard pressure of supply in that portion of the area south and west of an imaginary line passing through Marlborough-road, Coulson-street, Anderson-street, King's-road (between Anderson-street and Cheltenham-terrace), Franklin's-row, Royal Hospital-road (between Franklin's-row and Pimlico-road), and Pimlico-road to the eastern boundary of the company's area of supply. The company had hitherto used a standard pressure of 100 volts between the middle wire and either of the outer wires, and of 200 volts between the outer wires, of the distributing mains, and desired to increase the standard pressure in the one case to 200, and in the other to 400 volts. The company gave public notice, by newspaper advertisements, of its application, and the Council took into consideration letters which were received from the company's customers, including the Chelsea Borough Council, in consequence of the notice. The Council finally decided in July, 1903, to give its consent to the proposed change of pressure, subject to certain conditions designed for the protection of the company's consumers, and the Council's consent, as given, was accepted by the company.

A similar application was subsequently received from the Shoreditch Metropolitan Borough Council, for the Council's consent to an alteration of the standard pressure of supply in the area specified in the Shoreditch Electric Lighting Order, 1892. The Borough Council had hitherto supplied current at a pressure of 150 volts, and desired to increase this to a standard pressure of 240 volts and 480 volts on the outer conductors. In this case also the borough council gave public notice, by newspaper advertisements, of its application, but the Council received no objections from consumers in consequence of the notice. After carefully considering the matter, the Council, in March, 1904, gave its consent to the proposed change of pressure, subject to certain conditions for the protection of consumers, and this consent was accepted by the borough council.

The only material difference between the conditions attached to the Council's consent in each of the above applications was that in the Chelsea case the company was required to reduce its charges for current, while, owing to the fact that the charges in Shoreditch were already low, a condition was substituted in that case to the effect that the borough council should build up a renewals and reserve fund in connection with its electric lighting undertaking.

APPLICATIONS FOR ELECTRIC LIGHTING ORDERS.

Session 1903.

Two applications, affecting the County of London, were made to the Board of Trade for electric lighting provisional orders in the session of 1903. These were—

Name of order.

A Bermondsey.

B Camberwell.

Applied for by

A The Bermondsey Borough Council.

B The London Electric Supply Corporation.

As regards price for the supply of electrical energy, the maximum specified in the draft order "A" was per quarter 13s. 4d. for any amount up to 20 Board of Trade units, and 8d. for each unit over 20; while the price specified in the draft order "B" was a maximum charge of 10s. for the first 20 units and 6d. for each unit afterwards. The Council suggested to the Board of Trade that the maximum price in the Order "A," if granted, should be the same as that in the Order "B."

The *Bermondsey Electric Lighting Order* was to extend the provisions of the Bermondsey Orders of 1899 and 1902 to the parishes of St. John, Horselydown, St. Olave and St. Thomas, which, previously to the passing of the London Government Act, 1899, formed the St. Olave district. The area under the new order was included in the 1899 Order of the London Electric Supply Corporation, and the St. Olave Order, 1895 (confirmed in 1896), of the County of London and Brush Provincial Electric Lighting Company. It was also included in the order for which the borough council applied in 1902, but was not in that order as confirmed by Parliament. The Council made no important representation to the Board of Trade, except upon the question of price above referred to. The Board subsequently intimated that it had decided not to proceed with the application for the order.

The *Camberwell Electric Lighting Order* sought to add to the area of supply of the London Electric Supply Corporation that part of the Borough of Camberwell which was not covered by the company's previous orders. The area of supply under the order was partly covered by the Crystal Palace Order, 1894, and partly by the Lambeth Order, 1892. Clauses were incorporated from the company's order of 1889, and the Council asked the Board of Trade to require these to be set out in full, so that the order might be complete in itself. The Board, however, subsequently intimated that it had decided not to proceed with the application for the order.

Session 1904.

No applications have been made in the session of 1904 to the Board of Trade for provisional orders relative to areas in the County of London.

GENERATING-STATIONS FOR THE SUPPLY OF ELECTRICITY IN BULK.

Applications to Parliament in Sessions of 1902 and 1903.

In June, 1898, a conference took place between the Highways Committee and representatives of the City Corporation, and of the then existing vestries and district boards, with reference to certain proposals contained in bills then before Parliament for the establishment of undertakings for the supply of electricity in bulk to local authorities or companies which might require it. The question involves principles of great importance, as the fact that such undertakings will in some instances affect many districts enhances materially the difficulty of purchase by the local authorities of electric light undertakings in their respective districts. Certain resolutions dealing with the matter were passed at the conference, and these were brought before the Committee of Parliament to which the bills were referred.

Since that time Parliament has in several cases authorised the establishment of bulk-supply undertakings.

It seems clear that all the arrangements for bulk supply do, as a matter of fact, very seriously reduce the powers of purchase given to the local authorities, as they render it difficult, if not impossible, in some instances for a local authority to purchase the whole undertaking within its district as a going concern.

The Metropolitan Electric Supply Company's Bill of 1898 sought power to enable the company to establish a generating station outside London for the supply of current in various districts of London, and the Council endeavoured to obtain the insertion in the Bill of clauses to give effect to the resolutions of the conference; but the House of Lords Committee on the bill considered that they could not with advantage attempt to put a purchase clause into the bill, and that the Council could itself promote a bill to confer upon it powers in respect of the purchase of bulk-generating stations and other works connected therewith. Negotiations took place with the Board of Trade with regard to the matter, but, in view of the reconstitution of the local authorities under the London Government Act, 1899, it was considered desirable that a further conference should be held to discuss the matter. This conference took place on 16th May, 1901, when all the London local authorities, with the exception of four, were represented, and the following resolutions were passed unanimously—(1) That this conference regards it as essential to the interests of London as a whole that a purchase clause similar to that in the Electric Lighting Acts, which applies to defined areas, should also be made to apply to such companies as supply, or propose to supply, electrical energy in bulk to the whole or any part of London without regard to area. (2) That while preserving intact the rights of the local authorities with regard to electric lighting and energy, in the opinion of this conference it is desirable that the London County Council should be in a position to undertake, if it so determine, and is so requested by the local authority, the supply of electrical energy in bulk for the convenience of any districts desiring to be so supplied, provided that the Council does not become competitive with the local authority. (3) That, in the opinion of this conference, it is desirable that the London County Council should draft a bill on the lines of the clause suggested . . . *; and that the bill should be submitted, in draft, for the consideration of the Corporation of the City of London, the Council of the City of Westminster, and the councils of the respective metropolitan boroughs.

** The suggested clause, referred to in Resolution (3), is as follows—*

"Where a company or person is authorised by special Act or any order under the Electric Lighting Acts confirmed by Parliament to supply electricity within any area extending into the district of more local authorities than one, such authorities may combine for the purpose of purchasing the undertaking of such company or person whether by agreement in anticipation of the date at which powers of compulsory purchase may be exercised under the Electric Lighting Acts or compulsorily at such last mentioned date, and in any such case the London County Council, with the consent of the local authorities of the districts concerned, may either by agreement in anticipation of the date of compulsory purchase, or compulsorily at the date of compulsory purchase, purchase the undertaking of such company or person.

"Whether either by agreement or compulsorily, the London County Council shall have purchased the undertakings of any such company or person the Council may by agreement with the local authorities concerned, either manage and carry on the undertakings or any part thereof, or transfer the same wholly or in part to any such local authority or authorities.

"Where a company is constituted for the purpose of holding lands or providing a station for generating electricity and for supplying electrical energy to any other company, body, or person, and such first mentioned company is not a company supplying energy directly to persons consuming the same, the undertaking of such first-mentioned company shall become subject to purchase at the times and upon the terms prescribed by section 2 of the Electric Lighting Acts, 1882 and 1888. Provided that in lieu of the period of 42 years from the date mentioned in section 2 of the Electric Lighting Act, 1888, there shall be substituted a period of 42 years from the 26th August, 1889. Where the London County Council shall have purchased the undertakings of any such first-mentioned company, the Council may either manage or carry on the undertakings or any part thereof or transfer the same wholly or in part to any local authority or authorities.

"For the purpose of this enactment the expression 'local authority' means the Corporation of the City of London, the Council of the City of Westminster, and the Council of any borough in London constituted under 'the London Government Act, 1899,' and the expression 'undertaking of a company' shall be deemed to include any station or lands belonging to such company and used wholly or in part for the purposes of their undertaking within or without the County of London."

The Council considered it desirable that steps should be taken as soon as possible with a view to due effect being given to the desire of the conference as expressed in the resolution No. (3) above set out; and with that object, a bill, on the lines of the clause referred to, was submitted, in draft, for the consideration of the local authorities.

The bill was introduced into Parliament and read a second time in the House of Commons on 14th March, 1902. It was strenuously opposed by electric lighting and supply companies, and was subsequently rejected by a Select Committee of the House of Commons.

Having regard to the great importance of the bill, the Council consulted the Metropolitan Borough Councils, many of which were directly affected by the matter dealt with in the bill, upon the question whether it should be re-introduced into Parliament in the session of 1903, as it was felt that the result of making a further attempt to pass the bill would, to a very large extent, depend upon assistance to be afforded by the local authorities. The replies received encouraged the hope that a further attempt would receive a large measure of support, and, having carefully considered all the circumstances, the Council decided to again ask Parliament to deal with the matter. A draft bill, differing in some slight respects from the bill of 1902, was prepared by the Parliamentary Committee and approved by the Council. Subsequently, however, it was deemed advisable not to proceed further with the bill in the session of 1903, as an intimation was received from the Government that it would itself introduce a measure to deal with the question as affecting the whole country, and not London only. The Government bill was introduced late in the session by Lord Wolverton in the House of Lords, but this bill did not, in the opinion of the Council, adequately meet the needs of the case, and the Board of Trade was informed of the Council's views. Definite proposals for amending the bill were not, however, put forward, as the measure was ultimately dropped before its second reading. No action has been taken with a view to again reviving the Council's bill, as it was evident that the Government would not allow it to proceed, but it is possible that a further bill dealing with the matter may be introduced by the Government.

BREAKING UP OF THE PUBLIC THOROUGHFARES IN LONDON BY COMPANIES AND OTHERS.

The Council in February, 1900, referred to the Highways Committee and to the Improvements Committee the undermentioned resolutions, passed at a conference held on 29th June and 7th November, 1900, between representatives of the Council, of the City Corporation, and of the then existing vestries and district boards—(25.) That this conference is of opinion that, in all new leading thoroughfares, subways should be constructed in which the water and gas mains, pipes, etc., could be placed. (26.) That this conference is of opinion that the time has arrived for concerted action on the part of the local authorities of the metropolis to remedy the inconvenience, annoyance, loss of time and money now caused by the operations of the gas, water, telephone and electric lighting companies in laying down, renewing, maintaining and repairing their mains, pipes, services and wires.

With reference to the first of these resolutions, No. (25), the Improvements Committee reported to the Council in July, 1901, that the resolution affirmed the principle which had guided the policy of that committee for some years; that powers were obtained, in the Acts authorising street improvements, to construct, in connection therewith, subways where it was considered that they would be advantageous, and where the advantage would be commensurate with the cost involved in their construction, and that provision was also made that the London County Council (Subways) Act, 1893, should apply to each new subway, which, when completed, came under the Council's charge.

As regards the second of the resolutions, No. (26), it appeared that it had become absolutely necessary, having regard to the annoyance and interference with the free use of the public thoroughfares, caused by the operations of gas and water companies and other bodies, that the Council, as the central authority for London, should be vested with power to exercise effective control over such operations. The Committee were of opinion that, if the Council were to make a representation to His Majesty's Government with the object of obtaining such powers, that course would meet with very general approval by the London local authorities and the people of London generally, and also that it would probably be favourably considered by the Government, as inquiries had been made by the Secretary of State for the Home Department as to what action the Council proposed to take with the view of effect being given to the resolution of the conference. The frequency and large extent of the breaking up of the thoroughfares had, moreover, been the subject of questions in Parliament; and, provided a proposal to confer upon the Council powers such as are indicated above were to receive strong support from the local authorities, it seemed probable that it would have a fair prospect of being adopted by Parliament. Accordingly, the Council decided to ask the Corporation of the City of London and the councils of the respective metropolitan boroughs and of the City of Westminster whether they would be prepared to support the London County Council in making a representation to His Majesty's Government as to the necessity for legislation to confer upon the Council, as the central authority for London, powers to make by-laws or regulations, and to enforce compliance therewith, as to the manner in which companies and others who had, for the purpose of executing works in connection with their respective undertakings, statutory rights to break open the public thoroughfares, should exercise such rights, and as to the time at which such works should be commenced, and the period within which they should be completed, and the surface of the roads reinstated, and also to compel such companies to move their pipes or wires into any subways which might be constructed by the Council. The majority of the local authorities were willing that the Council should have the power of making by-laws, but with very few exceptions, they expressed the opinion that the enforcement of compliance with the by-laws should be in the hands of the local authorities. The Corporation of the City of London, in a bill

introduced in the session of 1902, sought for further powers to regulate the breaking up of streets within its jurisdiction; but the bill was thrown out owing to the opposition of the gas and water companies, who contended that legislation of that kind should not be by a private but a public bill, and should be applicable to the whole of London, if at all. The Council was of opinion that it was imperatively necessary that this question of the breaking up of the public thoroughfares should be dealt with as soon as possible, and it decided to ask the City Corporation to join in an application to His Majesty's Government to promote legislation, in the next session of Parliament, for regulating the breaking up of the London thoroughfares.

The City Corporation stated that it would be pleased to join in such an application on the understanding that it was made on the basis of the Corporation retaining complete and absolute control of the streets in the City. At a subsequent interview which the clerk of the Council had with Sir Kenelm Digby, Under Secretary of State for the Home department, the latter stated that if the Council would prepare a bill, constituting itself, and not the borough councils, the authority to deal with the matter, and submit the bill to the Home Office, he believed that the Home Secretary would do all in his power to secure it a second reading in the next session of Parliament, with a view to its being referred to a Select Committee for consideration. Steps were accordingly taken for the drafting of a bill on the lines indicated, but the Committee considered that, in view of the appointment of the Royal Commission on London Traffic, it was advisable that the whole question of promoting legislation dealing with the breaking up of the streets in London should be left in abeyance until the Council's evidence on various matters should have been given before the Commission, and until the Commission should have submitted its report.

THAMES EMBANKMENTS.

The maintenance and lighting of the river wall, and of the carriageways and footways of the Victoria-embankment, devolve upon the Council as successor to the late Metropolitan Board of Works, under the provisions of the Thames Embankment (North) Act, 1872. As regards the other embankments, the maintenance and lighting of the river walls and footways of the Albert and Chelsea embankments, and the maintenance of the Grosvenor-embankment wall devolve upon the Council under various Acts of Parliament.

In the last annual report it was stated that it had been considered desirable that the staff employed in cleansing the bridges and embankments under the Council's management should be placed under the control of one committee, instead of the men acting under the direction of the Highways Committee and the Bridges Committee respectively as before, and that the Council had decided that the maintenance of the embankments for which it was responsible, as well as the bridges, should be placed in the hands of the Bridges Committee. The lighting of the embankments is still under the control of the Highways Committee,* and the cost under this head during the year 1903-4 in respect of the Albert and Chelsea embankments has been £216 18s. 6d., and £141 17s. 5d. respectively. It should be stated that the Victoria-embankment and the Westminster and Waterloo bridges are lighted by electricity supplied from the generating-station established by the Council on the Victoria-embankment, and the cost of lighting for the year has been £2,853 1s. 4d. The installation has been carried out under the powers conferred by the Council's General Powers Act of 1893, and details of the installation have been given in previous annual reports.

Particulars as to the cost of maintenance, etc., of the embankments will be found in the report of the Bridges Committee.

SUBWAYS.

The London County Council (Subways) Act, 1893, provides that in those streets where there are subways the powers of gas and water companies to break up streets shall cease except so far as may be necessary for certain purposes specified; and the Council is empowered to make a charge for the use of the subways and supervision of the pipes and wires therein, such charge to be based upon the saving to the company by reason of the pipe being laid and accessible in a subway instead of being laid or remaining under a street, and any other saving to the company by reason of the subway being used and supervised. By-laws have been made under the Act, and regulations and scales of charges have been laid down.

A survey of all the subways and the contents thereof, the properties of the various companies, has been made; and, the rent due under the regulations from each tenant having been ascertained, application is made periodically for payment of the same.

Provision is made in the Electric Lighting Orders of 1889 and succeeding years, that the undertakers under the orders shall in streets where there are subways, when required by the Council so to do, lay their mains in the subways, and pay an annual rent for the use thereof, the amount of such rent to be settled by agreement, or, in case of difference, by arbitration before the Board of Trade. A scale of rent and supervision charges in respect of each of the Council's subways has been laid down by the Council and approved by the Board of Trade.

The receipts from the subways during the year 1903-4 have been £2,646 17s. 5d. The expenditure in connection with the subways for the same year, including the wages of the inspectors and their assistants, has been about £613 5s. 7d.

As the present by-laws only apply to the subways which were in existence at the time the Act was passed, it became necessary to consider the question of what course should be taken in order to extend the application of the provisions in the by-laws to those subways under the control of the Council, which had been constructed since the passing of the Act, in most instances in connection with street improvements carried out by the Council. The Council was advised that in the circumstances the best course would be to re-make the by-laws, in order that they might

* A proposal is under consideration for the transfer to the Bridges Committee of the lighting of the embankments.

apply to subways constructed since 1893. The by-laws have accordingly been re-made, and have been submitted to the Board of Trade for confirmation, as required by the Act. The Board has not yet, however, come to any decision with regard to the matter, and in the meantime the existing by-laws remain in operation.

THE MOTOR CAR ACTS, 1896 AND 1903.

Since 1st January, 1904, the use of "light locomotives," or motor-cars, as they are now more commonly called, has been made subject to the provisions of the Motor Car Act, 1903, as well as of the Locomotives on Highways Act, 1896, and these Acts are now cited as the Motor Car Acts, 1896 and 1903.

The Act of 1903 has made radical changes in the law relating to the subject. The maximum limit of speed of motor-cars has been extended from fourteen to twenty miles an hour, but a special section in the new Act is devoted to checking reckless or negligent driving. Provisions have also been inserted in the Act for the registration of cars, for the licensing of drivers, and for the suspension and endorsement of such licences. The powers of the Local Government Board under the Act of 1896 to make regulations affecting the conditions under which motor-cars may be used have been largely extended, and the penalties for offences under the new Act are more severe than those prescribed by the earlier Act, while a number of new offences, chiefly in connection with registration and licensing, have been created. The new Act differentiates between a "motor-car" proper and a "motor cycle." The general term, "light locomotive" or motor-car is defined by the Act of 1896 to mean any "vehicle propelled by mechanical power" which is "under three tons in weight unladen, and is not used for the purpose of drawing more than one vehicle (such vehicle, with its locomotive, not to exceed in weight, unladen, four tons), and is so constructed that no smoke or visible vapour is emitted therefrom, except from any temporary or accidental cause." A motor-cycle, although not clearly defined, is taken to mean a motor-vehicle having not more than three wheels, and weighing not more than three hundredweights when unladen.

Questions arising under the Act of 1896, with which the Council was concerned, were formerly dealt with by the Public Control Committee, but soon after the passing of the Act of 1903, all questions affecting the Council under the Acts were referred to the Highways Committee.

The principal duties imposed upon the Council by the later Act relate to the registration of motor-cars and motor-cycles, and the licensing of drivers. Acting under the powers conferred upon it by the Act, the Local Government Board has made regulations dealing with these matters.

The Act requires that every motor-car shall be registered by a county authority and have a separate number assigned to it, while a mark is to be affixed to each car with a view to facilitating identification. The Board's regulations require that two identification marks, one in front of, and one behind, the car, shall be carried. It is provided, moreover, that plates need not necessarily be used, but that, should it be preferred, owners may employ designs, painted or otherwise, subject to the requirements of the regulations in respect of the dimensions of the lettering, the colouring, etc., being complied with. Two identification marks have to be carried on motor-cycles, and, provided the vehicles do not exceed 3 cwt. in weight, various forms of identification plates may be used, and there is some latitude in regard to the position in which they may be carried, while the dimensions, where the vehicles do not exceed this weight, are to be half of those prescribed in the case of motor-cars.

The Council is empowered to supply to the owner of a car or cycle, should he so desire, the necessary identification plates, and make a charge for them; but, in view of the various forms of identification marks permitted by the regulations, and also having regard to the fact that, although the registration numbers of motor-cars and cycles are to be consecutive, an entirely different form and size of plate is permitted in the two cases, the Council has decided not to supply plates.

Under section 2 (4) (b) of the Act the Council may on payment being made of such annual fee, not exceeding £3, as it may decide upon, assign to a manufacturer or dealer, whose business premises are situated in the county, a general identification mark which may be used for any car on trial after completion or on trial by an intending purchaser.

Certain fees are definitely prescribed by the Act itself, while others are fixed by the regulations of the Local Government Board; and the only fee fixed by the Council is that for a general identification mark for a dealer's or manufacturer's cars. These fees are as follows—

	£	s.	d.
Registration of a motor-car	...	1	—
Registration of a motor-cycle	...	5	—
Registration of change of ownership of a motor-car	...	5	—
Registration of change of ownership of a motor-cycle	...	1	—
General identification mark for manufacturer or dealer	...	3	—
Licence to drive a motor-car or motor-cycle	...	5	—
Duplicate licence in place of one lost or defaced	...	1	—
Copy of entries in the Council's register relating to any motor-car	...	1	—

It is interesting to state that, up to 31st March, 1904, 2,758 motor-cars and 1,893 motor-cycles, making a total of 4,651, have been registered, while 6,659 licences to drive motor-cars or cycles have been granted and general identification marks have been issued to 236 manufacturers or dealers. In addition, numerous applications have been received for the registration of the change of ownership of cars and cycles, the issue of duplicate licences, and the supply of copies of entries in the Council's registers. The total sum received by the Council as fees to 31st March, 1904, was about £5,639.

There are certain other matters arising under the Act of 1903 which may have to receive further attention at a later date, when a better opportunity shall have been afforded to the Council of judging of the effect of the provisions of the Act on motor-car traffic.

It should be stated that, although for all other purposes under the Act of 1903, such as registration, licensing, etc., the Council is the local authority for the whole of the County of London (including the City of London), the local authority for the City in respect of limitations of the speed of motor-cars and the erection of notices and sign-posts, dealt with in sections 8, 9 and 10, is the City Corporation, and the Council is, of course, the authority for the remainder of the county in regard to these matters.

Previously to the passing of the Act of 1903, certain regulations of the Local Government Board were in operation, dealing with the use of motor-cars on highways, and their construction and the conditions under which they might be used; but, as the result of the passing of that Act, and of the experience gained since 1896, some of the regulations needed amendment. The Board has accordingly issued a further order prescribing fresh regulations dealing with these matters, in which, however, the Council is not directly interested.

Reference is made above to the weights of motor-cars as specified in the Act of 1896, but the later Act empowers the Local Government Board to increase the maximum weights of three and four tons at present allowed. Up to the present no provision has been included in any of the Board's regulations prescribing increased weights, but the Board has, however appointed a Departmental Committee to advise upon the matter. The Council was invited to give evidence before the Committee, and evidence was accordingly given on the Council's behalf by the chief engineer. It is probable that within a short time the report of the Departmental Committee will be issued, and the Board will then no doubt take steps to again amend its regulations.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Deptford-station.

It was stated in the last annual report that owing to complaints having been made of the inconvenience caused by the want of proper accommodation for the traffic at the Deptford-station of the South-Eastern and Chatham Railway Companies, inspections of the station had been made by the Council's officials, who had found that there were serious defects which required to be remedied in order to provide proper and adequate facilities for the passengers using the station. A statement of the defects, and of the Council's suggestions for remedying or mitigating them, was sent to the managing committee of the companies as early as November, 1900, and they were asked to state whether they would at once take steps to carry out the suggestions. To this communication no reply was received, although attention was again called to the matter in May and October, 1901. The Council therefore resolved to make application, under the Railway and Canal Traffic Act, 1888, to the Railway Commissioners, for an order enjoining the companies to carry out such works at the Deptford station as would remedy the defective arrangements there. Before any actual steps had been taken by the Council to bring its application before the Commissioners the companies intimated unofficially that they would be prepared to carry out certain improvements at the station, and as the result of negotiation the companies agreed to carry out by 31st March, 1904, certain improvements, which would meet the principal objections of the Council in the structure of the station buildings. Proceedings against the companies were accordingly suspended for a time, so as to enable these alterations to be carried out. The alterations have been completed, and the station, as altered, was inspected by Major Pringle, on behalf of the Board of Trade on 15th March, 1904.

THE RAILWAYS (ELECTRICAL POWER) ACT, 1903.

The Railways (Electrical Power) Act, 1903, authorises the Board of Trade to make an order upon the application of a railway company, enabling the company to use electricity as a motive power on its lines. The Board of Trade is required by the Act to make rules with regard to applications under the Act, and to consider any objections made by the Council or other body to an application in accordance with such rules, and also to give the objectors an opportunity of being heard with regard to the matter. No rules have yet been made by the Board, so far as the Committee are aware, and no order has yet been applied for under the Act affecting a railway in the county of London.

RAILWAY STATIONS, ETC.

In all recent Acts of Parliament relating to the construction of stations in connection with underground railways in London provision is made for plans of the stations to be submitted to the Council for approval as regards waiting-room and booking-office accommodation and the arrangements provided for passengers entering and leaving the stations. During the past year plans of the undermentioned stations have been approved by the Council—

<i>Station.</i>	<i>Company.</i>	<i>Act or Acts under which approval is given.</i>
Caledonian-road ...	... Great Northern, Piccadilly and Brompton Railway Company	Great Northern and Strand Railway Acts, 1899 and 1902
Russell-square ...	... Great Northern, Piccadilly and Brompton Railway Company	Great Northern and Strand Railway Acts, 1899 and 1902
Finsbury-park ...	... Great Northern, Piccadilly and Brompton Railway Company	Great Northern and Strand Railway Acts, 1899 and 1902
Brompton-road ...	... Brompton and Piccadilly-circus Railway Company	Brompton and Piccadilly-circus Railway Acts, 1897 and 1902
Sloane-street ...	... Brompton and Piccadilly-circus Railway Company	Brompton and Piccadilly-circus Railway Acts, 1897 and 1902

<i>Station.</i>	<i>Company.</i>	<i>Act or Acts under which approval is given.</i>
Hyde-park-corner	Brompton and Piccadilly-circus Railway Company	Brompton and Piccadilly-circus Railway Acts, 1897 and 1902
Covent-garden	Brompton and Piccadilly-circus Railway Company	Brompton and Piccadilly-circus Railway Acts, 1897 and 1902
Dover-street	Brompton and Piccadilly-circus Railway Company	Brompton and Piccadilly-circus Railway Acts, 1897 and 1902
Tottenham-court-road	Charing-cross, Euston and Hampstead Railway Company	Charing-cross, Euston and Hampstead Railway Acts, 1893 and 1902
Camden-town	Charing-cross, Euston and Hampstead Railway Company	Charing-cross, Euston and Hampstead Railway Acts, 1893 and 1902
Belsize	Charing-cross, Euston and Hampstead Railway Company	Charing-cross, Euston and Hampstead Railway Acts, 1893 and 1902
Castle-road	Charing-cross, Euston and Hampstead Railway Company	Charing-cross, Euston and Hampstead Railway Acts, 1893 and 1902
Highbury	Great Northern and City Railway Company	Great Northern and City Railway Acts, 1892 and 1902
Holborn	Great Northern, Piccadilly and Brompton Railway Company	Brompton and Piccadilly-circus Railway Act, 1897, and Great Northern and Strand Railway Act, 1902
Kentish-town	Charing-cross, Euston and Hampstead Railway Company	Charing-cross, Euston and Hampstead Railway Acts, 1893, 1902 and 1903
Down-street	Great Northern, Piccadilly and Brompton Railway Company	Brompton and Piccadilly-circus Railway Act, 1897
Gillespie-road	Great Northern, Piccadilly and Brompton Railway Company	Great Northern and Strand Railway Act, 1899
Oxford-circus	Baker-street and Waterloo Railway Company (Underground Electric Railways Company of London, Limited)	Baker-street and Waterloo Railway Act, 1893

Plans have also been submitted for the Council's approval, showing the proposed stations of the Great Northern Piccadilly and Brompton Railway to be erected at Piccadilly-circus, South Kensington and Gloucester-road; the proposed stations of the Charing-cross, Euston and Hampstead Railway to be constructed at Euston-road, Tufnell-park and Hampstead; and the proposed stations of the Baker-street and Waterloo Railway to be erected at Regent's-park and Edgware-road. With regard to these stations negotiations are proceeding between the officials of the Council and of the companies.

The Baker-street and Waterloo Railway Company is required, by its Act of 1899, to submit to the Council plans of the subway to be constructed in connection with the Trafalgar-square station of the railway, and such plans have to include provision for the necessary alterations to pipes by means of a subway for their reception. A plan was accordingly submitted to the Council showing the proposed arrangement of a portion of the subway for foot passengers and one pipe subway to be constructed in connection with the station, and this plan was approved. Further drawings were submitted later, showing the pipe shafts to be constructed at the proposed passenger subway crossing West Strand near Charing-cross post-office, and also at the proposed passenger subway crossing the end of Northumberland-avenue. The Committee did not consider, however, that the area proposed for the shafts was sufficiently large. The Company accordingly submitted amended drawings which provided for an increase in the size of certain of the shafts, and these drawings were approved.

Plans were submitted by the Underground Electric Railways Company of London, Limited, for the Council's approval under the Charing-cross, Euston and Hampstead Railway Act, 1902, showing the position and size of a shallow shaft to be sunk at the bottom of Villiers-street, from which subways would extend to the station of the Baker-street and Waterloo Railway at the southern end of Northumberland-avenue, and also to the existing Charing-cross station of the Metropolitan District Railway. It was stated by the company that a part, which was not shown on the plans, of the scheme of subways, was for a subway extending from the intended terminal station of the Charing-cross, Euston and Hampstead Railway at Charing-cross to the shaft above referred to, at the bottom of Villiers-street, and that plans of this portion of the scheme would be submitted to the Council at a later date. In the meantime, the plans already submitted have been approved by the Council.

The Great Northern Railway submitted, for the approval of the Council, a plan showing the proposed construction of the Finsbury-park section of the Great Northern, Piccadilly and Brompton Railway under the Council's (Northern) tramways in Seven-sisters-road. So far as the tramways were concerned, the Council raised no objection to the proposal, subject, among others, to certain conditions, as follows, which had governed previous similar works—that the construction of the railway tunnel under Seven-sisters-road be carried out under the supervision and to the satisfaction of the Council's chief engineer, and that the top of the tunnel be constructed at a depth of not less than 15 feet below the surface of the carriageway of that thoroughfare.

The Council in July, 1900, approved a plan, submitted by the London, Brighton and South Coast Railway Company, showing the additional level crossings across Grove-street-hill, Deptford, proposed to be constructed pursuant to the company's Act of 1899. It was provided that one set of level-crossing gates should be erected to the extreme north, and one set to the extreme south, of the rails across Grove-street-hill, and that these gates at the extreme end of the portion of the road affected by the crossings should be closed when any of the crossings were being used for railway traffic. The company has since suggested that, in the interests of the public, this condition should be modified, so that even when shunting was going on at one point, traffic might pass over the crossings at another, and that the public might not be excluded at any time from a greater length of road than absolutely necessary. This proposed arrangement was approved by the Deptford

Borough Council, and the consent of the Council was given, subject to the consent of the Board of Trade being first obtained.

The London, Brighton and South Coast Railway Company submitted for the Council's approval the design of the wall proposed to be erected for a distance of about 490 feet along Buckingham-palace-road, south of Elizabeth-bridge, in connection with the enlargement of Victoria-station. The Council was advised that the Duke of Westminster had given his approval to the proposed design, and the Council's approval was also given.

The London, Brighton and South Coast Railway Company also submitted a design proposed to be adopted for the tank-house to be erected by the company, abutting on Buckingham-palace-road. The matter was in the first place considered by the Building Act Committee, who, however, objected to the tank overhanging the public way as proposed, and, at their suggestion, the company accordingly submitted a revised scheme which met this objection and at the same time provided for a more ornamental design for the elevation of the building. The amended scheme was considered to be satisfactory, and was approved accordingly.

Proposed use of mechanical power on tramways in Grove-street, Deptford.

Under powers conferred by the Foreign Cattle Market (Deptford) Act, 1898, the Corporation of the City of London has constructed railways and a tramway, the latter being along a part of Grove-street, Deptford, to connect the market with the Deptford branch of the London, Brighton and South Coast Railway; and the Corporation applied for the consent of the Council and of the Board of Trade, required under section 14 (2) of the Act, to the use of mechanical power for the working of the tramway outside the limits of the market. The Corporation proposed to use for the purpose a petrol motor, the specification and drawings for which had been examined by the Council's chief engineer. The Corporation was desirous of proceeding as soon as possible with the construction of the motor; and the Council intimated to Sir J. Wolfe Barry, who was acting for the Corporation in the matter, that the specification and drawings appeared to be satisfactory, but that the consent of the Council under the Act to the use of the motor could not be given until an opportunity should have been afforded for an inspection of the motor while in operation. The Board of Trade gave its consent subject to any requirements which might be considered necessary at an official inspection of the motor when completed and ready for use. The motor has since been inspected on behalf of the Board of Trade, and the various authorities interested, on 29th February, 1904, and the Board has intimated its approval of the use of the motor for the purpose of working the tramway subject to the following, among other, regulations—(1) the tramway shall be used only between the hours of 6 a.m. and 6 p.m., and (2) the speed of the motor shall not exceed four miles an hour. The Council accordingly gave the consent required by the Act, subject to the regulations of the Board of Trade being strictly observed.

J. WILLIAMS BENN,
Chairman of the Council.

REPORT OF THE HISTORICAL RECORDS AND BUILDINGS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—Frederick Dolman.
Vice-Chairman—Captain G. S. C. Swinton.

Bruce, W. W.	Horniman, E. J.	Mullins, W. E.
Burns, John	Johnson, W. C.	Radford, G. H.
Gilbert, J. D.	Leaf, W.	Straus, B. S.
Granville-Smith, R. W.	Little, J. Fletcher	Webb, Sidney
Harben, H. A.	MacDonald, J. R.	

By the resolution of the Council of 22nd March, 1904, the duties of the Historical Records and Buildings Committee were transferred to the Local Government and Parks Committees, and the following, which is the third annual report of our proceedings, is also the last.

In accordance with the Council's reference to us, we were charged with the consideration of all questions relating to historic buildings and sites, monuments and subjects of antiquarian interest in London, including all matters arising under the Ancient Monuments Protection Act, 1900, and section 60 of the London County Council (General Powers) Act, 1898, relating to the acquisition of buildings of historic interest and works of art in London. We were moreover charged with the control, maintenance and management of museums and places of historic or architectural interest (together with any property connected therewith) purchased by or presented to the Council, and had charge of the library, historical records, antiquities, and works of art belonging to the Council. By resolution of the Council on 8th July, 1902, there were also referred to us all matters relating to the naming of streets and numbering of houses arising under the London Building Act.

MEETINGS.

During the year ended 31st March, 1904, there were 18 meetings of the Committee, and 36 meetings of Sub-Committees.

THE HORNIMAN MUSEUM, LIBRARY AND GARDENS.

The Horniman Museum and Library.

Attendances.

The total number of visitors to the Horniman Museum for the year ended 31st March, 1904, was 226,320, giving an average weekly attendance of 4,333. These figures are slightly smaller

than was the case last year, when the total number of visitors was 229,550, and the average weekly attendance 4,414, but they are, nevertheless, very satisfactory, and they show conclusively that the museum is an attraction over a far wider area than the immediate locality of Forest-hill.

The Council from the first decided that the museum should be open to the public on Sundays, and that the Sunday opening is very popular is evident from the fact that the total attendance on Sundays during the year has been 100,424, the average attendance on these days being 1,931, as compared with an average week day attendance, including bank holidays, of 400.

The hours during which the museum is open are 2 p.m. to 9 p.m., except on bank holidays, when they are 10 a.m. to 9 p.m. The museum is closed on Christmas day.

Arrangement of exhibits.

The work of re-arranging the collections in the museum with a view to making the museum an institution of real educational value has been proceeding throughout the year under the supervision of Dr. A. C. Haddon, F.R.S., the advisory curator.

The usefulness of the collections in the past had been considerably impaired by the fact that there was no guide available, and many complaints had been made on this score. In order to meet what was unquestionably a great want, we had a guide to the museum prepared, and this has now been published and placed on sale (at the price of a penny) at the museum. Handbooks to various sections of the museum collection are also in course of preparation.

Illustrations by living examples.

In our previous report we referred to the fact that an interesting feature had been added to the museum collection in the shape of an exhibition of the life histories and habits of the common insects, fishes, reptiles, and batrachians. This exhibition has proved very popular and instructive, and has been considerably enlarged during the past year.

Presentations.

During the year several presentations of value have been made to the museum. Of these mention should be made of two collections presented by Mr. H. W. Seton-Karr—one of stone implements from the Fayoom, and the other of palæolithic implements from India. Mr. W. R. Adams, a resident in the neighbourhood of the museum, has on several occasions made valuable donations to the natural history section.

Works, repairs, etc.

Mr. F. J. Horniman, M.P., the donor of the museum and gardens, having expressed a desire to carry out certain works of painting and small alterations at the museum, we made arrangements for this to be done under the supervision of the Council's architect. The cost of the work was estimated at £66, and we are sure the Council will appreciate Mr. Horniman's generous action.

Loan of exhibits.

Several requests were received during the past year for the loan of objects from the Horniman Museum in connection with exhibitions held at other institutions. Being of opinion that such applications should be favourably considered, always provided that no break in any educational series were incurred by the absence of such objects, and on condition that the applicants paid the whole cost of removal from and return to the museum, and insured the objects against damage or theft whilst they were in their possession, we acceded to the requests in the following instances—

Japanese objects of art and industry ...	... Alexandra Palace.
Collection of models of boats and ships, etc. ...	... Whitechapel Art Gallery.

County of London Museum.

The conservatory and a few of the rooms of "Surrey Mount," the house in Horniman-gardens, have been utilised for refreshment purposes. The rooms on the second floor are occupied by the foreman in charge of the gardens, and the remaining rooms are used for storage. We had for some time held the opinion that some at least of these remaining rooms should be adapted for the exhibition of objects relating to London, thus forming a County of London Museum, but we had refrained from recommending the Council to incur the expenditure that such adaptation would necessarily entail. Mr. F. J. Horniman, M.P., however, having expressed his desire to adapt, at his own expense, a portion of the house for use as a County of London museum, and to fit up certain rooms as apartments for preparing articles for exhibition in the Horniman Museum, the Council readily accepted his offer. No definite arrangements have, however, yet been made for the work to be put in hand.

Lectures at the Museum.

As in the previous year, arrangements were made with the Technical Education Board by which that body made grants (amounting to £75) to cover the cost of lectures at the museum. These lectures, which were intended principally for teachers, were as follows—Autumn term, 10 lectures on animal life in a fresh water aquarium, by Dr. A. C. Haddon; winter term, 10 lectures on the natural history of plants, by Professor Patrick Geddes; spring term, 5 lectures on the natural history of man, by Dr. A. C. Haddon. The average attendance at the first two series has been 56.

The Horniman Library.

The process of re-organising the library attached to the museum so as to make it a serviceable factor in the educational work of the museum has made satisfactory progress. Standard works have been provided which relate to certain of the museum collections before unrepresented in the library, and all sections have been strengthened by the addition of books carefully chosen

for their definite relation to the collections in the museum. The reorganisation has proceeded on the lines indicated in our last report—namely, that the library should be primarily a reference library dealing particularly with the subjects illustrated by the museum collection; and during the year every effort has been made to increase its educational value in that respect.

Several important presentations have been made, among which may be mentioned a collection of pamphlets or separate papers by the late Professor Edward Drinker Cope, presented by Mrs. Cope; the proceedings, transactions and journals of many learned societies, most of them given, as in preceding years, by Mr. F. J. Horniman, M.P.; and a large number of volumes of the "Numismatic Chronicle and Journal of the Numismatic Society," by the president and council of the Society.

A card catalogue of the books in the Horniman Library is in course of preparation, and is now available for the books in sections of physics, chemistry, mineralogy, general biology, botany and zoology. The section of anthropology will be completed shortly, leaving only that comprising works of geography, travel and exploration to be dealt with. It is then proposed to catalogue, and to include in the general catalogue, all important papers in the various series of proceedings, transactions, and journals of learned societies, and scientific periodicals in the library. By this means, an extensive and valuable literature, now difficult of access, will be brought within easy reach.

Horniman Gardens.

Site of "Rose-hill."

The formation of the new approach to the gardens from London-road, on the site of "Rose-hill," to which we referred in our last report, has now been completed, and will be of very great convenience to visitors approaching the gardens from the direction of Lordship-lane railway station.

Site of "Bolton Brow."

Included in the gift to the Council by Mr. F. J. Horniman, M.P., were six residences, the rents of which were to be used for the maintenance of the museum until the vacancies fell in, when the land could be added to the recreation-ground and additions made to the museum if necessary.

One of these houses, known as "Bolton Brow," fell into the Council's hands in January, 1903. It was then in a very bad condition, and the cost of the necessary works to put the premises in order for an incoming tenant was estimated at £1,500. Having regard to this very large sum the Council gave authority for the premises to be pulled down, and the demolition was in due course carried out.

The above decision was, it should be mentioned, arrived at after a consideration of the merits of this particular case, and in no way as the outcome of any definite determination as to dealing with the sites of all the houses in question, though we may mention that it was the original intention of the donor to add the whole of the property to the gardens in course of time.

The question of the utilisation of the site then coming under consideration, a suggestion was made that the ground should be laid out as garden plots for nature study.

The suggestion meeting with our approval, we consulted Professor Patrick Geddes, of Dundee University College, who had had considerable experience in the preparation and carrying out of schemes of this nature, and he submitted to us a scheme for the utilisation of part of the site in the manner suggested.

In view of the educational character of the work suggested, and of the great assistance which it would probably be to the work of the Technical Education Board, we informed the Board of the proposal, and they resolved to defray an expenditure not exceeding £125 in connection with the laying-out of the site of "Bolton Brow" in the manner indicated, provided that the garden, when so laid out, should be used for teaching purposes within the provisions of the Technical Instruction Acts. The cost of the work contemplated, including Professor Geddes' fee, was estimated at £80, and the Council on 9th February, 1904, agreed to the execution of the work, which is in progress.

Visit of the Council to the Museum.

On 10th October, 1903, the members of the Council visited the Horniman Museum, and were received by Lord and Lady Monkswell.

BUILDINGS OF HISTORIC INTEREST.

Under the Ancient Monuments Protection Acts, 1882 and 1900, the Council is the authority for preserving any structure, erection, or monument of historical or architectural interest, or any remains of such, in London or any adjacent county, whilst under section 60 of its General Powers Act, 1898, the Council has power to purchase by agreement buildings and places of historical or architectural interest or works of art, or to undertake or contribute towards the cost of preserving, maintaining and managing any such buildings and places, and to erect and maintain, or contribute towards the provision, erection and maintenance of works of art in London.

No. 17, Fleet-street.

Acting under the powers conferred by the latter Act, the Council on 3rd April and 16th October, 1900, authorised a sum of £27,465 16s. to be spent in the acquisition of No. 17, Fleet-street, and in rebuilding the back and restoring the front portion of the premises. This house is of interest as having originally been built about the year 1610 for Henry, Prince of Wales, as an office of the Duchy of Cornwall, and is an almost unique specimen of its kind of the architecture of the period; and it was the desire of preserving this interesting relic of old London that induced the Council to incur the above expenditure.

The rebuilding of the back portion has now been completed. The work of restoring the front portion of the premises has had to be deferred pending the completion of an agreement between the Council, the City of London Corporation, and the Society of the Inner Temple, with respect to the land to be thrown into the public way. Up to the present it has not been possible for the society and the Corporation to agree as to the terms of the agreement, and much to our regret, therefore, the Council has been unable to proceed with the work.

Demolition of houses of interest.

In the carrying out of street improvements, the formation of bridge and tunnel approaches, and other works, the Council is constantly acquiring premises with a view to demolition. It sometimes happens that these premises possess noteworthy architectural features, or are historically interesting. In these cases, if the interest attaching to the house is not sufficiently great to warrant a representation being made to the executive committee for its preservation, it has been our practice to have photographs taken of the premises, or drawings made of those portions which are architecturally interesting so that a record may be preserved.

During the year, 1,691 buildings have been surveyed, 77 measured drawings of portions of buildings or objects of interest have been prepared by the architect, and 150 photographs have been taken by the chemist. A number of interesting pieces of carving and joiner's work have been secured, as well as examples of lead cisterns, stone tablets, etc.—88 in all having been obtained from various buildings. 61 coins and medals have been found, and these are now deposited at the Horniman Museum.

We have also given consideration to such cases of alteration or demolition by private individuals or authorities other than the Council of buildings in London of historic or architectural interest as have been brought to our notice, and in order to assist us in this respect the Building Act Committee, at our request, gave instructions to the district surveyors to notify the Council whenever it was brought to their knowledge that buildings possessing interesting architectural features or historical associations were about to be demolished or substantially altered. Among other buildings which come under this category which we have had before us during the year the most important was Clifford's-inn. These premises, which were of great historical interest, were sold in May, 1903. Owing to the great cost involved, we were not prepared to recommend the Council to purchase them; but, for purposes of record, we had photographs taken and drawings made of the buildings and all objects of interest therein.

We also had brought to our notice a proposal for the demolition of the Obelisk, in St. George's-circus, and for the erection in its place of an ornamental illuminated clock tower. We communicated with the Southwark Borough Council expressing the hope that, having regard to the historic character of the monument in question, the proposal would not be acceded to; but, we regret to say, the Southwark Borough Council accepted the proposal.

Indication of houses of historical interest in London.

It will be remembered that the Council, on 17th December, 1901, determined to undertake the work, previously carried on by the Society of Arts, of indicating, by means of memorial tablets, houses in London associated with historical events or distinguished individuals.

The necessary preliminaries in connection with the preparation of a design to be adopted for the memorial tablets, the obtaining of tenders for the work of making the tablets, and the investigation of a number of houses which it had been suggested should be distinguished, occupied a considerable time; but now that these preliminaries are completed the work will, it is hoped, proceed rapidly. During the past year the Council has approved of the fixing of tablets on the following houses—

Holly Lodge, Campden-hill—the house in which Lord Macaulay died.

No. 122, Great Portland-street—which stands on the site of the house in which James Boswell died.

No. 67, Wimpole-street—a residence of Henry Hallam.

No. 48, Doughty-street, Mecklenburg-square—a residence of Charles Dickens.

No. 22, Theobald's-road—the birthplace of Benjamin Disraeli, Earl of Beaconsfield.

No. 4, Whitehall-gardens—the house in which Sir Robert Peel died.

No. 56, Devonshire-street, Portland-place—a residence of Sir John Herschel.

No. 1, Devonshire-terrace, Portland-place—a residence of Charles Dickens.

No. 12, Clarges-street, Piccadilly—a residence of Edmund Kean.

No. 14, York-place, Portman-square—a residence of William Pitt.

The necessary preliminary inquiries and investigations concerning a number of others are almost completed.

The Council's work in this direction was inaugurated by the unveiling of the tablet to Lord Macaulay by the Right Hon. the Earl of Rosebery, K.G., K.T., on 23rd November, 1903, at Holly Lodge, Campden-hill.

Proposed Shakespeare memorial in London.

As the Council is aware, there is at present in London no adequate memorial worthy of Shakespeare's fame. With a view of remedying this grave defect, Mr. Richard Badger submitted to the Council certain proposals for the erection of a memorial to Shakespeare in London. In the letter containing Mr. Badger's generous offer, he stated that he was prepared to pay to the Council at once, subject to certain conditions, the sum of £500, to be used solely in the promotion and carrying out of such a scheme as the Council might approve, and, further, to deposit with the Council, upon trust, the sum of £2,000 as a subscription to the cost of the memorial itself, the Council providing a suitable site. It was, in our opinion, eminently fitting that the Council, which

was already engaged in the work of indicating houses in London which had been the residences of famous men and women, should lend its support to a scheme for raising a memorial to the greatest of Englishmen, who was associated in a very special manner with London and London life.

As regards the position of trustee which Mr. Badger desired the Council to occupy, we pointed out that while there was no reason to suppose that the Council would not readily undertake the duty of acting in this capacity so far as the sum of £2,000 was concerned, we did not think that the Council should itself undertake the collection of the required money, for which the sum of £500 was provided. We therefore suggested that arrangements should be made for the nomination of trustees who would undertake to form a public committee, independent of the Council, for the purpose of collecting subscriptions. The Council could then entrust to the committee the work of collection, and thereafter pay to them the £500 given by Mr. Badger to defray the cost thereof.

As regards the question of providing a site, we pointed out that it could not then be determined, because the amount of subscriptions which would ultimately be applicable for the purpose of a Shakespeare memorial was unknown. We therefore recommended the Council to pass a resolution in general terms, containing conditions which left it entirely in the hands of the Council hereafter to determine the manner in which it would deal with the question of site.

On the matter coming before the Council, however, the whole question was referred to a joint meeting of the General Purposes Committee and ourselves, and no further steps have yet been taken.

"Invicta" steam engine.

On 15th March, 1904, we brought before the Council an offer from Sir David Salomons to present, for placing in a prominent position in the county of London, one of the earliest locomotives in use in this country. This was the "Invicta," an engine constructed by Stephenson, and of the same type as the well-known "Rocket." The engine in question began work in May, 1830, on the Canterbury and Whitstable line, now part of the South-Eastern Railway, and was consequently in use before the "Rocket," as the Liverpool and Manchester line, on which the latter ran, was not opened to the public until September in that year. With the Stockton and Darlington steam tramcar ("Puffing Billy"), these engines constitute the three earliest of the still existing locomotives constructed by Stephenson. "Puffing Billy" is at Darlington, the "Rocket" is kept in the South Kensington Museum, and it seemed fitting and desirable that the "Invicta" should also, as an interesting memorial of British invention, be preserved from destruction.

The offer of Sir David Salomons was coupled with the condition that the Council should provide a site for the locomotive and undertake the work of erection, in respect of which latter work he was prepared to pay to the Council a sum of £1,000, subject to the designs for any pedestal or inscribed tablets being submitted to him for approval.

We therefore advised the acceptance of the offer; and, having consulted the Bridges Committee, suggested that the open space at the Lambeth end of Westminster-bridge should be used for the erection of the locomotive. The Council, however, referred our recommendation back for further consideration.

Library at the County Hall.

We mentioned in our last report that the first portion of the library catalogue, consisting of a list of authors and the titles of their works, together with the contents, so far as they relate to London and local government matters, had been completed, and that owing to the considerable period during which the printing has proceeded, there were a number of books, principally belonging to the early letters of the alphabet, which were not included, and arrangements were being made for the preparation of a supplementary volume. This additional volume, which will also contain a subject index to the books included in both volumes, is now being rapidly proceeded with.

In order that the library may contain as much information as possible on current topics of London government, arrangements have been made for the purchase of such magazines as contain articles on subjects in which the Council is interested. The articles in question are collected in files under various subjects with a view to their ultimately being bound.

Mr. D. S. Waterlow, a member of the Council, has very kindly presented, for placing in the Council's library, a collection of "Hansard's Parliamentary Debates" for the years 1878 to 1885 inclusive.

Publication of the Council's records.

The Council on 13th February, 1900, gave authority for the publication of a portion of the records in the possession of the Council. This work is now proceeding, under the editorship of the clerk of the Council, and several sheets of the minutes of the Surrey and Kent Sewer Commission (from A.D. 1569) and of the Court Rolls of the Manor of Tooting Bec (from A.D. 1394) have been printed during the past year.

Documents relating to land at Taplow.

On the completion of the purchase of some property in Holywell-street an iron chest full of deeds was handed over to the Council. Most of the deeds were of little or no interest, but among them were 17 documents ranging in date from 1433 to 1709, all being connected with the history of a small property at Taplow, Bucks. As these were of considerable topographical interest, containing very definite and minute specifications of the land strips, it occurred to us that the Buckinghamshire County Council might be glad to have the opportunity of adding the documents in question to the county records. This proving to be the case, the Council agreed upon our recommendation to hand over the deeds, with a request that any documents relating to the county of London which might come into the possession of the Buckinghamshire County Council might be forwarded to this Council.

NAMING OF STREETS AND NUMBERING OF HOUSES.

The Council on 8th July, 1902, decided to transfer from the Building Act Committee to the Historical Records and Buildings Committee the reference as to dealing with all matters relating to the naming of streets and the numbering of houses, arising under the London Building Act, 1894. The powers of the Council in regard to these matters are briefly as follows—Section 32 of the London Building Act, 1894, provides that the consent of the Council must be obtained to any name which it is proposed to give to a new street, and section 34 authorises the Council to make an order altering the name of any street. Under section 36 the Council may order that any houses or buildings in any street shall be marked with such numbers as it shall deem convenient for the purpose of distinguishing the same. One month before making an order altering the name of a street, the Council is, by section 35, required to notify the local authority of the proposed alteration, and also to give notice to persons affected by the proposal.

Acting under these powers the Council during the year abolished 137 subsidiary and other names of streets, all but 18 of which were repeated names, and the numbers of 3,467 houses were re-arranged. The Council also approved of 106 names for new streets, and ordered the re-naming of 56 and the re-numbering of 93 streets in London. The majority of these changes have been made at the request, or with the concurrence, of the local authorities concerned.

In accordance with section 38 of the Act, a register of alterations is kept by the Council, and extracts are supplied, upon payment of fees, for legal and other purposes; 1,121 certificates of alterations were issued during the year, and searches were made in 276 instances where certificates were not required.

In accordance with the practice hitherto adopted, a list giving the names of new streets, and showing the alterations in the naming of streets and the numbering of houses, ordered by the Council during the year 1903, was prepared under our direction by the superintending architect, and we gave instructions for the same to be printed and placed on sale. We supplied a copy to each of the metropolitan borough councils and to certain other authorities; and we also gave instructions that a copy should be supplied to any member of the Council who might wish to have one, upon application to the clerk of the Council.

During the year the following scale of fees was decided upon for the provision of copies of orders, with or without plans, in relation to the re-naming of streets and the re-numbering of houses—

		£	s.	d.
For a copy of an order without a plan, or with a plan showing 3 houses...		—	1	6
	4 or 5 houses	—	2	—
	6 " 7 "	—	2	6
	8 " 9 "	—	3	—
	10 " 11 "	—	3	6
	12 " 13 "	—	4	—
	14 " 15 "	—	4	6
	16 to 20 "	—	5	—
	21 " 25 "	—	5	6
For a copy of an order with a plan showing	26 " 30 "	—	6	—
	31 " 35 "	—	6	6
	36 " 40 "	—	7	—
	41 " 45 "	—	7	6
	46 " 50 "	—	8	—
	51 " 75 "	—	10	6
	76 " 100 "	—	12	6
	101 " 150 "	—	15	—
	151 " 200 "	—	17	6
	201 " 300 "	1	—	—

This scale is an extension of the existing regulations made under section 38 of the London Building Act, 1894, which were as follows—

"Any person interested in property affected by any order of the Council for re-naming streets or re-numbering houses, is permitted, on application, to make a copy of the order and a tracing of the plan attached thereto; or a certified copy of the order and plan may be furnished to him on his paying the cost of making the same.

A fee of 1s. is to be charged to all persons seeking information involving a reference to the records with regard to orders for re-naming streets or re-numbering houses.

If a copy of an order and plan be required, there will be a further fee of not less than 1s. 6d.

A more extended plan may be obtained for a larger payment.

Copies of orders and plans are to be made in the superintending architect's department."

No scale was fixed as to the amount of the "larger payment" for more extended plans, but, in practice, fees were charged varying from 1s. 6d. for a copy of an order without a plan, or with a plan showing not more than three houses, to 8s. for a copy of an order with a plan showing from 46 to 50 houses. This arrangement worked satisfactorily, but we were of opinion that it should be formally approved by the Council and at the same time extended so as to include provision for a plan showing up to 300 houses.

FREDERICK DOLMAN,
Chairman.

REPORT OF THE HOUSING OF THE WORKING CLASSES COMMITTEE.

The members of the Committee, at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—Earl Carrington.

Vice-Chairman—W. W. Bruce.

Baker, J. A.
Branch, J.
Collins, Sir W. J.
Dew, G.
Dickinson, W. H.

Dickson-Poynder, Sir John,
Bart., M.P.
Harris, H. P.
Hunter, T.
McDougall, Sir John.

Peel, Hon. W. R. W., M.P.
Taylor, H. R.
Waterlow, D. S.
Williams, A. T.
Williams, R.

During the year from 1st April, 1903, to 31st March, 1904, 30 committee and 69 sub-committee meetings were held.

POWERS AND DUTIES—LEGISLATION.

The committee are charged with the duty of advising the Council on all questions affecting the housing of the working classes, and of carrying into effect the provisions of the Housing of the Working Classes Acts, 1890, 1900 and 1903.

Housing of the Working Classes Acts, 1890 and 1900.

Part I. of the Housing of the Working Classes Act, 1890, places upon the Council the duty of preparing and carrying into effect (after sanction by a Secretary of State and Parliament) schemes for the re-arrangement and reconstruction of the streets and houses within insanitary areas which are of such a size as to be of general importance to the whole County of London. Any scheme undertaken under this part of the Act must make provision for the erection of dwellings to accommodate at least half the persons of the working class displaced either on the particular area of displacement or within its immediate vicinity. Generally speaking, any such scheme makes provision for the accommodation of a number of persons at least equal to the number displaced; and by resolution passed on 29th November, 1898, the Council has decided that housing accommodation shall always be provided for a number of persons equal to that of the working class displaced by any scheme under the Act.

Part II. of the Act provides in two ways for the attainment of its object of improving the condition of the dwellings of the working classes. First, by sections 32, 33 and 34, the metropolitan borough councils are enabled to take proceedings before a magistrate for the closing and demolition of single houses which are unfit for human habitation. By section 38 the metropolitan borough councils also have power to purchase and demolish obstructive buildings, *i.e.*, buildings which, by reason of their proximity to or contact with other buildings, stop ventilation or prevent measures being taken to remedy nuisance in respect of such buildings. In connection with the exercise of these powers no rehousing accommodation is required for the persons who may be displaced; and here it may be mentioned that, besides the power which the metropolitan borough councils have under this part of the Act of obtaining closing and making demolition orders in respect of insanitary houses, a power of obtaining closing orders is also conferred on them by the Public Health (London) Act, 1891. A power of acting in default of a metropolitan borough council under these provisions is given to the Council, but so far this power has not been exercised. Secondly, by sections 39 and 46 of part II. the London County Council and the metropolitan borough councils are empowered, either in conjunction or separately, to undertake schemes for the re-arrangement and reconstruction of the streets and houses within unhealthy areas which are too small to be of general importance to the whole county. In any such scheme it is not essential that dwelling accommodation for the persons displaced should be provided, but the resolution of the Council which has been referred to above applies to schemes undertaken under this part of the Act equally with those undertaken under part I. of the Act.

Part III. of the Act of 1890, and also the Act of 1900, empower the Council to acquire land either within or without the county boundary and to provide thereon accommodation for persons of the working class apart altogether from any displacements that have taken place through its instrumentality. By a provision of the Housing of the Working Classes Act of 1900 the Council is enabled to use these powers for the purpose of assisting it to provide accommodation for persons displaced under any schemes in connection with which rehousing accommodation must be provided.

Legislation—Housing of the Working Classes Act, 1903.

The past year has seen yet another statute added to the Acts of Parliament dealing with the housing of the working classes. This statute amends the Act of 1890 in certain details and also by way of schedule codifies the rehousing obligations formerly imposed on promoters of private bills by the standing orders of Parliament.

i. Amendments of existing Acts.—The Act so far as it affects the Housing of the Working Classes Acts contains provisions—

(a) For the extension to 80 years of the maximum period over which the repayment of money borrowed under the Acts may be spread (section 1).

(b) For the transfer by order in Council of the powers and duties of the Secretary of State under the Acts to the Local Government Board (section 2).

(c) For the enforcement by *mandamus* of an order under section 10 of the Act of 1890 of the confirming authority directing the preparation of a scheme either under part I. or part II. of the Act (section 4).

(d) For the inclusion in a part II. as well as a part I. scheme of “neighbouring lands,” *i.e.*, lands not officially represented or necessarily unhealthy, but required for the efficient development of the unhealthy area (section 7).

(e) For dispensing with the necessity for a preliminary notice on the owner or occupier of a house before the taking out of a summons for a closing order under part II. (section 8).

(f) For the erection of shops on a part III. estate (section 11).

(g) For prohibiting contracting out of the provisions of section 75 of the Act of 1890, whereunder it is an implied condition in the letting of a house or part of a house at a rent not exceeding £20 per annum that the house is at the commencement of the holding in all respects reasonably fit for human habitation (section 12).

(h) For enabling a metropolitan borough council to contribute towards the cost of a part II. scheme by agreement—an order of the Secretary of State to be only necessary in default of agreement (section 14).

ii. Rehousing obligations of promoters of private bills.—In our last report we referred to the proceedings of the Joint Select Committee of both Houses of Parliament which sat during the session of 1902 to consider the question of the adequacy of the rehousing obligations imposed by the standing orders of Parliament on promoters of private bills. Evidence was given before the committee by our then chairman, Sir William Collins, and by the statistical officer. The Committee reported in August, 1902, in favour of increased stringency in the terms of the rehousing obligations and of their being embodied in a special public Act. It was then anticipated that the Government might, during the session of 1903, give effect to some of the recommendations of the Committee, and this is the object of section 3 and the schedule. The main provisions of the Act, which, however, do not go quite so far as the recommendations of the Select Committee, are as follows—

(a) Substitution of 30 or more *persons* for 20 *tenements* as the minimum disturbance of the working classes necessitating a rehousing scheme.

(b) Promoters prohibited from *entering on* working-class dwellings previous to obtaining formal approval of a rehousing scheme unless the Local Government Board decide that such a scheme is unnecessary.

(c) Number of persons of the working class displaced within five years in view of work to be considered in fixing number of persons to be rehoused. Extent of overcrowding also to be considered.

(d) The Council and other local authorities concerned to be consulted in regard to rehousing schemes.

FINANCIAL STATEMENT.

Our expenditure falls under two main heads—First, expenditure under the Housing of the Working Classes Acts in clearing away insanitary areas, the burden of which is borne by the rates as the price of sanitary improvements and now amounts to £2,386,492 3s. 11d. Secondly, the cost of erecting dwellings in connection with the clearance of insanitary areas as well as street or other improvements authorised by special Acts of Parliament. This cost includes the housing value of the land on which the dwellings stand, or in the case of land acquired under Part III. of the Housing of the Working Classes Act, 1890, the actual cost. The aggregate expenditure to 31st March, 1904, on dwellings provided under the Housing of the Working Classes Acts, amounted to £1,385,825 10s. 10d., and under Improvement Acts to £346,078 12s. 5d.

The total sum, therefore, that has been expended on capital account under the Housing of the Working Classes Acts up to 31st March, 1904, is £3,772,317 14s. 9d.

The magnitude of the Council's operations is shown by the following statement of expenditure during the year ended 31st March, 1904—

<i>Capital Account.</i>		£	s.	d.
Under Part I. of the Housing of the Working Classes Act, 1890	...	100,183	4	6
Under Part II. of the Housing of the Working Classes Act, 1890	...	*1,047	10	7
Under Part III. of the Housing of the Working Classes Act, 1890, and the Housing of the Working Classes Act, 1900...	...	117,701	17	9
For dwellings under Improvement Acts ...	...	120,109	14	3
		£336,947	5	11

* Contributions from local authorities exceeded the expenditure of the year by this amount.

<i>Rate Account.</i>						£	s.	d.
Workmen's trains	...	...	...	...	...	177	14	1
Miscellaneous expenditure	...	...	...	...	...	5,105	19	2
						£5,283	13	3

Revenue Account.
In respect of old houses.

	Receipts.			Expenditure.		
	£	s.	d.	£	s.	d.
Under Part I. of the Housing of the Working Classes Act, 1890	5,371	7	1	3,707	8	6
Under Part II. of the Housing of the Working Classes Act, 1890	273	11	2	147	18	7
Under Part III. of the Housing of the Working Classes Act, 1890	813	4	3	352	11	5
	£6,458	2	6	4,207	18	6

In respect of working-class dwellings erected by the Council.

	£			£		
	s.	d.		s.	d.	
Under Part I. of the Housing of the Working Classes Act, 1890	41,295	5	2	40,336	1	5
Under Part II. of the Housing of the Working Classes Act, 1890	5,329	4	6	4,839	15	9
Under Part III. of the Housing of the Working Classes Act, 1890	30,283	-	5	27,497	4	2
	£76,907	10	1	72,673	1	4
Under Improvement Acts	13,534	6	1	14,494	4	3
	£90,441	16	2	87,167	5	7

The accounts for the year show that the receipts in respect of dwellings on sites upon which the Council elected to build exceeded the expenditure by £4,348 3s. 8d., while there was a deficiency of £1,576 8s. 7d. in respect of dwellings on sites upon which the Council had no option but to build as no purchaser could be found for the land. The net result of the year's working is a surplus of £2,771 15s. 1d. on all dwellings in occupation, but if the account be debited with the interest charge for the whole year in respect of dwellings which were in occupation for part of the time only, the surplus is reduced to £671 19s. 11d. This result has been arrived at after making full provision for repairs and renewals (£9,769), charging interest on capital outlay (£37,361 8s. 11d.), and setting aside a sinking fund sufficient to replace the whole of the capital outlay within a period of 60 years. The total amount remaining to the credit of the repairs and renewals account on 31st March, 1904, was £18,094 15s. 1d., while the sums annually set aside for sinking fund purposes, together with the accumulation of interest, amounted to £49,288 10s. 3d. By the operation of this sinking fund the ratepayers of 60 years hence will come into possession of an unencumbered freehold property yielding a large profit income.

The following table shows the balances on each financial year's working under Parts I., II. and III. of the Act exclusive of contributions in aid, the amounts of such contributions and the amounts repaid. The figures include Millbank-estate—

Year.	Balance on year's working.		Amounts contributed from Special County Account.		Amounts repaid to Special County Account.	
	Dwellings.	Undeveloped estates.	Dwellings.	Undeveloped estates.	Dwellings.	Undeveloped estates.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1892-3	+ 190 12 11	—	—	—	—	—
1893-4	— 1,138 10 8	—	—	—	—	—
1894-5	— 127 7 -	—	832 7 4	—	—	—
1895-6	— 312 14 -	—	—	—	—	—
1896-7	— 298 16 -	—	—	—	—	—
1897-8	+ 340 16 9	—	—	—	—	—
1898-9	— 1,225 11 1	—	—	—	—	—
1899-1900	— 99 15 6	— 1,549 2 1	1,078 11 11	1,549 2 1	—	—
1900-1	*+ 4,832 15 3	— 1,711 16 8	1,541 4 10	1,711 16 8	—	—
1901-2	+ 5,390 - 3	— 1,446 3 -	548 - 9	1,446 3 -	4,000 4 10	4,707 1 9
1902-3	+ 6,354 10 5	— 5,941 5 3	—	7,140 18 11	—	—
1903-4	+ 2,342 2 7	— 7,691 19 2	1,505 - -	8,259 15 3	—	—
	+ 16,248 3 11	— 18,340 6 2	5,505 4 10	20,107 15 11	4,000 4 10	4,707 1 9
	— 2,092 2 3		25,613 - 9		8,707 6 7	

* Including £1,500 4s. 7d. for income tax deductions to 31st March, 1897, recovered from the Inland Revenue Commissioners.

WORK OF THE COMMITTEE DURING THE YEAR.

(i.) *General survey.*

Before proceeding to deal with details we think it will be of interest to the Council if we give a brief general survey of our work as a whole during the past year.

In a previous paragraph of our report we have called attention to, and given the chief provisions of, the Housing of the Working Classes Act, 1903. This Act was introduced during the last few days of the session, and was proceeded with in such a way that no opportunity of discussion or amendment was afforded. We cannot help regretting this, since the bill not only contained several important provisions which were capable of considerable improvement, but also omitted many of the points of amendment on which the Council has more than once made representations to the Government. The provisions in sections 7, 8, 11, 12 and 14 are no doubt useful though merely details, the adoption of which has frequently been urged by the Council. It is section 2, however, to which we wish to call particular attention. As drawn, this section purports to enable local authorities to spread the repayment of money borrowed for the purposes of the Housing Acts over a maximum period of 80, in lieu of 60, years. Great hopes were at first entertained that the operation of this section would enable the Council to further extend its housing policy. The first check was received, however, when it was pointed out that, owing to the bill having been introduced at so late a period in the session, it had not been possible to amend the Council's Money Bill so as to correspond with this provision. Subsequently, from correspondence with the Treasury, it appeared that that body were not prepared to allow the period of repayment in respect of money borrowed for the erection of dwellings to be spread over a longer period than is now allowed—60 years; and, further, that they would only allow the cost of land to be spread over a term of 80 years on condition that the instalment system of repayment was adopted. In reply to further representations made by the Council on the whole subject, the Treasury stated that they regarded the period of 60 years as the longest which could, under any circumstances, be considered justifiable for building loans, but that as regards the method of repayment of loans for the acquisition of freehold land they agreed to waive the condition as to the adoption of the instalment system of repayment. The net result, therefore, to London of the passing of the Act is, as regards facilitating the building of working-class dwellings, practically *nil*, and it would appear that the benefits conferred by legislation are denied in administration.

It is some little satisfaction to notice that the rehousing obligations imposed upon promoters of private bills, the exercise of powers under which would involve the displacement of persons of the working class, have been rendered somewhat more stringent. The principle that fresh accommodation should be provided, not for the number of persons actually in occupation but for the number for whom the houses would afford accommodation without overcrowding, is, however, one the application of which visits the sins of the owners on the occupiers.

No attempt has yet been made to deal by statute with the displacements effected by private individuals and others in exercise of their common law powers of dealing with their property. Though the Council has no powers or obligations in connection with such displacements, they have a considerable bearing upon the state of the housing problem in London, and must consequently be of importance to the Council in determining the extent of its operations under part III. of the Act of 1890. Under our instructions, therefore, the statistical officer brings regularly to our notice all such cases as he is able to obtain information upon. It thus appears that in this way no fewer than 790 houses providing accommodation for 6,449 persons of the working class have been destroyed since November, 1900, while fresh accommodation has only been provided by the owners concerned for 2,182 persons, leaving a net displacement of 4,267 persons.

The work of the Council in providing working-class dwellings has during this year proceeded apace. From table II. appended to this report it will be seen that works to the value of £374,352 have been entered into for works, the completion of which will result in the provision of accommodation for 9,011 persons. This shows an increase over the work put in hand last year, and this in spite of the increasing difficulty of building owing to the steady rise in the price of money. It is in connection with the work of rehousing persons displaced under improvements, however, that this difficulty is most keenly felt. In fact, during the past year the skill of the officers has been taxed to the uttermost to design buildings, the erection of which shall fulfil the Council's obligations under Improvement Acts and yet not involve any charge upon the county rate. In some few cases the Council, in view of the proved impossibility of securing the fulfilment of its obligations by any outside body, has departed from the site valuation made by its valuer, and decided to charge against the buildings only such a sum as it could reasonably expect to obtain. This course has, however, never been adopted on our recommendation, and we are still, as we have always been, impressed with the necessity for strictly complying with the Council's standing orders in this respect. Indeed, we would draw attention to the fact that in no case where the matter has been wholly under our control have we ever advised a departure from the valuation of land settled by the Council's valuer. New accommodation for no fewer than 4,847 persons, comprising 770 tenements and 823 cubicles, has been completed during the year at a total cost, for buildings and plans, of about £222,966. On the other hand accommodation for 8 persons was done away with owing to a portion of Wimbledon-buildings on the Shelton-street estate being required for the purposes of a street improvement.

The total number of persons for whom accommodation has been provided by the Council up to 31st March, 1904, is therefore 24,465.

At the end of December, 1903, the number of persons actually in occupation was 15,667. This population appeared to us to be sufficiently large to form a satisfactory basis for the calculation of vital statistics, and we therefore gave instructions to the medical officer of health to prepare returns thereof for the year 1903. In order, however, that these returns might be fairly computed, they were based upon the population of dwellings which had been open during the whole year. This population numbered 12,835, of whom 6,306 were males and 6,529 females. The age distribution, when compared with that of London at the 1901 census, shows a marked excess of young persons under 10 years of age, and an equally marked deficiency of persons at 45 years of age and upwards. The total number of deaths from "all causes" occurring in or referable to the Council's dwellings during the year 1903 was 157. Allowing, therefore, for age and sex distribution, the effect of which is to somewhat exaggerate the death-rate in the Council's dwellings from "all causes," it appears that the death-rate in these dwellings during the year 1903 was 11·8 per 1,000 living as compared with 15·2 in London as a whole.

With the exception of the Boundary-street estate, the populations on the Council's estates are not sufficiently large for the calculation of reliable death-rates, but on the Boundary-street estate there is a population of 4,161 persons (2,064 males, 2,097 females), and the death-rate works out at 12·7 per 1,000 living as against a corresponding rate in Bethnal-green of 18·2.

On the population of 15,667 the average number of persons occupying each room was 1·43. During the year 1903-4 the number of changes of tenancy, excluding transfers from one tenement to another, was 1,283, or 27·5 per cent. of the total number of tenants. This shows that the Council is supplying accommodation to a large number of persons, the duration of whose employment is uncertain. The practice of the Council is to accept tenants in the order of their applications, and the percentage of changes of tenancy is much higher than is the case in any dwellings where a system of selection is adopted. The gross rent for the year of the dwellings open on 31st March, 1904, was £91,175. The amount of rent lost and written off as irrecoverable during the year was £124, or 2s. 9½d. per cent. of the rent in charge; and the loss by empties, including rents lost at the opening of new dwellings, was £4,836, or 5·30 per cent. of the gross rent receivable. The actual receipts during the year amounted to £89,873. Of this sum £40,269, or 44·81 per cent. was applied in outgoings, *i.e.*, management expenses, rates and taxes. This percentage is the average over all buildings, and is somewhat higher than it would be in regard to tenement dwellings alone, since the outgoings in respect of the Council's lodging houses, which amount to about 75 per cent., are included.

Section 12 (5) of the Housing of the Working Classes Act, 1890, provides that all dwellings built by the Council under part I. or part II. of the Act shall be sold and disposed of within 10 years from their completion, unless the Secretary of State otherwise determine. The Council has on several occasions pressed the Government for a repeal of this sub-section, but without avail. As, however, the first of the Council's buildings erected under part I. of the Act, was built in 1894, we thought it time to take action with a view to getting the Secretary of State to consent to their retention. For this purpose our chairman (Sir William Collins) had last year an interview with Sir Kenelm Digby, and subsequently a full statement of the Council's views in the matter, together with the reasons for retaining the dwellings in municipal ownership, was sent in. As a result, the Secretary of State agreed to "otherwise determine" in regard to all dwellings which should have been built 10 years during either 1904 or 1905. The dwellings included in the dispensation so given are Beachcroft-buildings, Hughes-fields-cottages, and Streasley-buildings and Goldsmith-row-cottages, Boundary-street area. Accommodation is therein provided for 1,280 persons, and the approximate cost of the buildings and the value of the land amount to £78,820. With regard to later buildings further application must be made at a later date.

The development of estates acquired by the Council under part III. of the Act of 1890 has made considerable progress during the past year. Road and sewer works have been completed on portions of the Norbury, White Hart-lane, and Totterdown-fields estates. On the last-named estate some 260 cottages have been opened and occupied, and the estate was visited in May, 1903, by T.R.H. the Prince and Princess of Wales. 141 cottages have been commenced on the White Hart-lane estate, and the erection of 146 cottages on the Norbury estate has only been delayed by the difficulty experienced in obtaining approval of the plans by the Croydon Corporation. Working drawings and plans are in progress for dwellings which, when completed, will afford accommodation for some 42,000 persons.

Though the facts do not come officially before us as a Committee, we are pleased to observe that many of the metropolitan borough councils are taking active steps for the provision of dwellings under part III. of the Housing Act. The results of the census of 1901 were encouraging so far as they disclosed a diminution of overcrowding in tenements of less than five rooms, and a decrease in the number of one-roomed tenements, and we feel sure that increased activity on the part of the metropolitan borough councils under part III. of the Act will tend to improvement in this direction.

Turning now from the housing and rehousing to the dishousing provisions of the Housing Acts, we observe that there has been this year a decrease in the number of official representations made in regard to insanitary areas under part I. of the Act. We do not, of course, look upon the provisions of part I. as unnecessary, nor are we able to suggest that they are becoming so, but we are strongly of opinion that they are unnecessarily and inequitably expensive to put into force. Indeed, we had hoped that the Government might have seen their way to deal with the question of compensation under part I. in any bill which they introduced on the housing question. The subject is, however, a complicated one, and could not be dealt with in any bill brought in and passed with such scant attention as was paid to the Housing Act of last session. We may here mention that we have under consideration the draft of a bill which we think will give

expression to the Council's views in this matter, and we hope shortly to be able to submit it to the Council for approval.

Meanwhile, we are pressing on with the acquisition of the property included in the part I. schemes which are now being carried out by the Council. All claims under the schemes of 1899 have been settled, and the purchases are being completed. The new dwellings being erected by Lord Portman, under the Nightingale-street scheme, are well in hand, and Wenlake-buildings, under the Garden-row scheme, are also being rapidly proceeded with. Generally, the progress of these schemes is satisfactory, but they forcibly illustrate the vast expense involved in carrying into effect the provisions of part I. of the Act.

No new part II. schemes have been brought forward this year, but we have reason for anticipating, in two cases, where the Council last year declined to deal with areas under part I., that proposals may be made for joint action with the metropolitan borough council concerned under part II. In our view such action is economical and desirable, and since neighbouring lands may now be included in a part II. scheme there need be no obligation to such schemes on the score of displacement without adequate rehousing. Moreover, since confirmation by Parliament is only necessary in the rare case of persistent opposition to the scheme, the procedure under part II. is capable of being more expeditiously carried through than can be the case under part I. Further, it should now, under section 8, 9 and 10 of the Act of 1903, be possible to obtain closing and demolition orders with greater facility than heretofore, and we would point out that part II. of the Act specifically contemplates the framing of a scheme to deal with areas, the houses upon which have been already closed and demolished. This is the course of action which has been adopted in Hull with marked success, and though we recognise that the conditions in Hull and in London are different we still think that there is scope for this procedure in London.

(ii.) *Detailed statement.*

For detailed treatment the work of the Committee in exercise of the powers and duties of the Council may be conveniently divided according as it is—

Executive—

(a) In carrying into effect schemes for the clearance of insanitary areas and the rehousing of their working-class population under parts I. and II. of the Housing of the Working Classes Act, 1890, as amended by the Housing of the Working Classes Act, 1903.

(b) In providing rehousing accommodation for persons of the working class displaced in connection with general public improvements under various special Acts of Parliament.

(c) In providing accommodation under part III. of the Housing of the Working Classes Act, 1890, as amended by the Housing of the Working Classes Acts, 1900 and 1903.

Administrative—

(d) In supervising, and contributing towards the cost of schemes undertaken by metropolitan borough councils under part II. of the Housing of the Working Classes Act, 1890, as amended by the Housing of the Working Classes Act, 1903.

(e) In connection with the services of workmen's trains on the various metropolitan railways.

(A) ACTION TAKEN BY THE COUNCIL UNDER PARTS I. AND II. OF THE HOUSING OF THE WORKING CLASSES ACT, 1890.

Under part I. of the Act the Council has completed six schemes initiated by the Metropolitan Board of Works. Under these schemes all persons (except 180 under the Shelton-street scheme) had been displaced, and there remained only the vacant sites upon which the dwellings had to be built. In one case, viz., Tench-street, St. George-in-the-East, scheme, 1883, the obligation to rehouse was removed by Parliament in 1890, and the site has been laid out as an open space, which is now known as the Wapping recreation-ground. In all the remaining areas, with the exception of accommodation for 240 persons under the Hughes Fields scheme, which was provided by the Provident Association, the Council has itself provided all the necessary dwellings. In addition to this work, the Council has also under part I. of the Act initiated and completed three large schemes, and has by itself undertaken and is carrying into effect five other schemes. The Council is also co-operating with the freeholder in carrying into effect one scheme for the clearance and rebuilding of an insanitary area which is situated entirely on his estate. This course of action is contemplated and provided for by part I. of the Act. Under part II. of the Act the Council has completed four schemes, in each case with the aid of a contribution from the local authority concerned. In one case, viz., Falcon-court scheme, a part of the cleared area has been laid out as an open space which is now known as Little Dorrit's-playground.

The following table gives various particulars of interest in connection with the completed schemes above referred to—

Name of scheme.	No. of persons displaced by the Council.	No. of persons provided for.	Rent roll 1903-4.	Loss of rent 1903-4.	Percentage of outgoings 1903-4.	Net capital expenditure to 31st March, 1904, on (a) clearance (b) dwellings.
			£	Per cent.	Per cent.	£
1. BROOK-STREET, LIMEHOUSE, 1883— Beachcroft-buildings and Cranford-cottages	—	308	1,061	5·27	45·71	(a) 19,807 (b) 17,114
2. CABLE-STREET, SHADWELL, 1887— Lowood, Chancery, Bewley and Dellow buildings	—	798	2,930	·92	42·73	(a) 41,235 (b) 41,230
3. SHELTON-STREET, ST. GILES, 1887-91— Powys, Wimbledon, Cotterell, Lindsay and Aldwych buildings	180	284	1,544	2·20	36·52	(a) 68,269 (b) 24,892
* Parker-street house		345	3,125	·22	—	(b) 26,347 (a) 78,925
4. HUGHES-FIELDS, DEPTFORD, 1885— Cottages	—	666	1,948	4·31	43·49	(a) 17,677 (b) 39,476
5. TRAFALGAR-ROAD, GREENWICH, 1883— Hardy-cottages	—	306	969	29·41	43·75	(a) 13,339 (b) 13,339
6. BOUNDARY-STREET, BETHNAL-GREEN AND SHOREDITCH, 1891— Boundary-street estate	5,719	5,380	23,252	1·47	53·02	(a) 266,042 (b) 337,530
Goldsmith-row-cottages		144	483	·20	42·00	(b) 8,128 (a) 5,072
7. BROOKE'S-MARKET, HOLBORN, 1892— Cranley-buildings	55	60	289	·34	37·16	(a) 3,767 (b) 32,350
8. CHURCHWAY, ST. PANCAS, 1895— Wellesley, Seymour and Somerset buildings	1,095	832	3,893	·33	37·71	(a) 47,855 (b) 64,760
9. CLARE-MARKET, STRAND, 1895— Millbank estate (1½ths)†—Reynolds, Rossetti, Ruskin, Morland and Millais buildings	3,172	1,530	6,528	·45	37·65	(b) 81,903
Duke's-court estate—Beaumont-buildings (1½ths) and Fletcher-buildings		360	1,427	·49	37·48	(b) 18,337
Russell-court estate—Siddons and Stirling buildings		390	1,178	·17	36·32	(b) 19,874 (a) 16,706
10. FALCON-COURT, BOROUGH, 1895— Borough-road-buildings and Cobham-buildings	824	678	3,000	2·10	37·42	(b) 44,177 (a) 4,256
11. ANN-STREET, POPLAR, 1893— Adelaide, Sydney and Melbourne buildings	261	630	2,137	20·44	41·57	(b) 26,003 (a) 4,437
12. MILL-LANE, DEPTFORD, 1892— *Carrington-house	715	802	2,633	61·07	—	(b) 53,069 (a) 5,681
Sylva-cottages (24)		144	468	·64	39·15	(b) 5,681
	12,021	13,657	56,865	5·26	44·16	(a) 619,536 (b) 808,722

Parker-street House.

(Holborn.)

During the past year the construction of 21 additional cubicles at Parker-street House has been completed. The kitchen accommodation has also been rearranged, and the supply to the lodgers of cooked as well as uncooked food has been commenced. This innovation has met with considerable appreciation, and the house has fully maintained its complement of lodgers during the past year. The charge per bed per night still remains at 6d.

Clare-market scheme.

(Strand.)

The whole of the accommodation required under the Clare-market scheme having been completed, opportunity was taken of the necessity for formally appropriating that accommodation to the purposes of the scheme to somewhat alter the allocation of dwellings on the Millbank estate. This was done by the Council on 1st March, 1904, and the buildings on the estate now appropriated to the scheme are set out in the tabular statement appearing above. Fletcher-buildings and a portion of Beaumont-buildings on the Duke's-court estate were likewise appropriated on 9th February, 1904. The dwellings on the Russell-court estate were completed during the year, and it will be remembered that a portion of Siddons-buildings has been adapted by the Council for use by Miss Cons as a home for working girls.

Mill-lane scheme.

(Deptford.)

During the past year the dwelling accommodation required under the Mill-lane scheme has been completed. Carrington House, so named after the wife of our chairman, was completed in November, 1903, and formally opened by the Countess Carrington on the 21st of

* Parker-street and Carrington Houses were built and managed under part III. of the Act, but are reckoned as accommodation provided under the Shelton-street and Mill-lane schemes respectively.

† The Millbank estate contains accommodation for 4,124 persons. The figures given are proportionate to the accommodation allocated for the purposes of the scheme.

that month. The house was built by the Works Department at a cost of £41,181 18s. 10d., and the number of lodgers per night has steadily risen to an average of over 400. In the case of such a large house some time must necessarily elapse before the full complement of lodgers is obtained, and we think that the progress made in this direction may fairly be looked upon as satisfactory. The charge per bed per night is 6d. The erection of a laundry and store in connection with the house is being proceeded with.

Ann-street scheme.

(*Poplar.*)

In our last report we referred to the suggestion made by Her Majesty the Queen on the occasion of the visit of their Majesties to the Millbank estate, that further cupboard accommodation should be provided in the dwellings. In pursuance of this suggestion the Council decided to provide additional cupboards in the tenements on the Ann-street estate, as well as at other dwellings, and the extra cupboards have proved of great convenience to the tenants. Her Majesty the Queen has since expressed pleasure at the action taken.

Aylesbury-place and Union-buildings scheme.

(*Clerkenwell and Holborn.*)

This scheme provides for the clearance of two distinct areas, the one comprising property in Aylesbury-place, Bishop's-court, and Jerusalem-passage, Clerkenwell, while the other abuts on Portpool-lane, Leather-lane, and Verulam-street, and includes Union-buildings, Providence-place, Crown-court, Half Moon-court, and Dove-court in the Metropolitan Borough of Holborn. The gross cost of the scheme is estimated at £220,500, and the net cost at £189,800, and 136 tenements of one room, 192 of two rooms, and 21 of three or more rooms will be destroyed. Negotiations for the acquisition of the property comprised in the scheme resulted in 31 out of 42 claims received being settled by agreement by the end of December, 1902, and Mr. H. T. Steward was subsequently appointed by the Secretary of State as arbitrator to deal with the 11 disputed cases. During the past year the arbitrator issued his award in these cases, the total of the amounts claimed being £46,812 10s., and the total sum awarded £20,247. The Council is under obligation to provide accommodation for 200 persons of the working-class on the Aylesbury-place area, and for 1,200 persons on the Union-buildings area, but with a view to securing the utilisation of the sites to the best advantage, we are considering the desirability of applying to the Secretary of State for a modification of the scheme in this respect.

Preliminary plans of dwellings proposed to be erected on the Union-buildings area for the accommodation of 1,480 persons have been prepared and submitted to the Secretary of State for approval, and we are now awaiting his decision thereon.

Burford's-court, Tucker's-court and Favonia-street scheme.

(*Poplar.*)

The scheme, which was confirmed by Act of Parliament passed in July, 1900, comprises three small areas in the Metropolitan Borough of Poplar. The Burford's-court and Tucker's-court areas will be sold for commercial purposes, and the Favonia-street area will almost entirely be laid out as a playground. By the clearance of the areas 269 persons will be displaced, and accommodation for them is being provided on a site about half a mile distant in Preston's-road, the greater part of which is being utilised by arrangement with the School Board for London for fulfilling the rehousing obligations of the Board.

The gross cost of the scheme is estimated at £16,000, and the net cost, inclusive of that of laying out the playground, at £13,300. All interests in the property have been acquired by the Council, 14 out of 19 claims received having been settled by agreement. During the past year the arbitrator appointed by the Secretary of State to deal with the disputed claims issued his award, the amount claimed being £7,457 8s. in all, and the total sum awarded £3,455.

Garden-row, Roby-street, Baltic-street, and Honduras-street scheme.

(*Finsbury.*)

Under this scheme four areas extending over $2\frac{3}{4}$ acres have to be cleared, and 109 tenements of one room, 147 of two rooms, and 39 of three or more rooms and one common lodging-house will be destroyed. Accommodation has to be provided for rehousing all the persons to be displaced, 1,193 in number, but it is estimated that on the cleared sites dwellings can be provided for about 1,256 persons. The scheme provides for the widening of Central-street where it abuts on the Garden-row area at its northern end, and for the widening and continuation of Baltic-street at its eastern end to St. Thomas's-place, and thence into Middle-row. The gross cost of the scheme is estimated at £172,000, and the net cost at £144,850.

Wenlake-buildings, Roby-street site.—The Roby-street area, comprising Anchor-yard, Roby-street, and Richard's-place, has been already cleared, and arrangements have been made for the erection thereon of two blocks of five-storey balcony dwellings named Wenlake-buildings, which will accommodate 496 persons in 25 tenements of two rooms, 45 tenements of three rooms, and 15 tenements of four rooms, and one cottage of three rooms. The tender of the Haslemere Builders, Limited, amounting to £18,861, was accepted by the Council on 8th December, 1903, for the erection of the buildings.

Garden-row site.—Plans of the dwellings to be erected on the Garden-row area have also been prepared. They were approved by the Secretary of State in January, 1904, and the preparation of working drawings is now being proceeded with. Accommodation will be provided on the site for 720 persons in 50 tenements of two rooms, 67 tenements of three rooms, 9 tenements of four

rooms, 1 three-roomed cottage, and 1 four-roomed cottage. In the meantime steps are being taken for the demolition of the old houses.

Baltic-street and Honduras-street areas.—Some of the properties included in these areas have been demolished, and the remainder are in process of acquisition.

Nightingale-street scheme.

(*St. Marylebone.*)

The Nightingale-street scheme is the first case in which action has been taken by a London freeholder for dealing with an insanitary area on his estate in pursuance of the provisions of section 6 of the Housing of the Working Classes Act, 1890. The cost of the scheme has in the first instance been borne by the Council, and will be repaid by Viscount Portman. Claims, amounting in all to £20,444 4s. 9d., have been delivered and settled by the Council by agreement, the purchase money in respect of the interests comprised therein amounting to £11,846, and the necessity to obtain the appointment of an arbitrator has therefore not arisen.

Simultaneously with the conduct of negotiations for the settlement of claims, Lord Portman's agent prepared and submitted plans for the rehousing of the persons displaced. These plans provide for dwellings to accommodate 630 persons, and they were approved by the Council on 4th March, 1902, subject to the proviso that no living and bedrooms were to be less than the Council's minima of 144 and 96 square feet respectively. For the purpose of meeting the requirements of the Secretary of State, whose approval to the plans was required, Lord Portman has acquired the leasehold interests of two other houses which were not included in the scheme, viz., No. 36, Nightingale-street and No. 8, Samford-street. Considerable progress has been made with the erection of the dwellings, and it is anticipated that they will be completed by the end of the year 1904. The assignment and surrender to Lord Portman of the interests acquired by the Council will shortly be effected.

Providence-place scheme.

(*Poplar.*)

The Providence-place scheme provides for the clearance of an area, nearly one acre in extent, lying south of East India Dock-road and east of Cotton-street, Poplar, and incidentally for the extension of Union-street to Woolmore-street, and the widening of a length of that road on its western side. The houses are for the most part two-storey cottages, situated in Providence-place and adjacent courts, Providence-place itself being a narrow court about 10 feet wide leading out of Woolmore-street. During the past year the scheme has been slightly modified by the exclusion of the site of the outbuildings on the southern side of Union-court at the rear of Nos. 24, 25 and 26, Ashton-street.

The scheme was undertaken by the Council on 29th October, 1901, and 361 persons of the working class will be displaced, while dwellings to accommodate about 400 persons can be erected on the cleared area. The gross cost of clearance is estimated at £17,000, the cost of works at £1,600, and the value of the cleared area for housing purposes at £1,500, thus leaving the net cost of the scheme at £17,100. All interests in the property have already been acquired by the Council, and the question of redevelopment of the area is now receiving attention.

Webber-row, King's Bench-walk, and Wellington-place scheme.

(*Southwark.*)

This scheme was approved by the Council on 24th October, 1899, under part I. of the Housing of the Working Classes Act, 1890, and confirmed by Act of Parliament in July, 1900. Negotiations for the acquisition of interests in the property have resulted in all the claims, 11 in number, being settled at a cost, for purchase only, of £100,587. The net cost of the scheme is estimated at £152,950, and provision has to be made for the rehousing of 903 persons on the three cleared areas in lieu of the 993 persons displaced.

On 2nd December, 1902, the Council decided to build a lodging-house for women on a portion of the Webber-row area, and plans of this house, together with the plans of six blocks of five-storey dwellings to be erected on the remainder of the area were in due course submitted to the Secretary of State for the Home Department for approval. The plans of five of the blocks of buildings were approved, and working drawings are now being prepared.

As regards the lodging-house and the sixth block of buildings, the Secretary of State intimated that he would prefer not to give his sanction, as the liability of the Council under the scheme would be complied with by the erection of the five blocks which have been approved. When the scheme was adopted by the Council, however, it was calculated that accommodation for 1,750 persons could be provided on the cleared areas, and the fact that the areas lent themselves to economical development for a larger number of persons than that displaced was a most important consideration in determining upon the scheme. Having given the matter further consideration, we are of opinion that as many as 2,500 persons can be accommodated on the sites, and in view of the probable conversion of many houses in the immediate vicinity into commercial property, and the lack of sufficient accommodation to enable the local authority to put in force in certain areas the powers of the Housing Acts as regards closing orders, we advised the Council to apply to the Secretary of State for an order permitting a modification of the scheme, so as to extend the obligation for rehousing 903 persons to that for 2,500 persons. An application for such modification has accordingly been made, and we are now awaiting the decision of the Secretary of State.

We may point out that the proposed lodging-house for women can only be erected, maintained and managed by the Council under the powers of part III. of the Housing of the Working Classes Act, 1890. It would, therefore, be necessary to appropriate the site for that purpose, but until the question of the extension of the rehousing obligation has been settled no

further action can be taken in that direction. It may be well, however, to give some indication of the character of the house which it is proposed to build in the event of the necessary sanction being obtained.

The house, which will have a frontage to Webber row and be four storeys in height, is designed to accommodate 57 women. The common rooms, consisting of the dining-room (430 sq. ft.), reading-room (190 sq. ft.), and the sitting-room (320 sq. ft.), are on the ground floor, where space is also found for the superintendent's quarters, and the estate and lodging-house offices, the former having a separate entrance from the street. The lodgers' scullery, a shop for the sale of cold viands, a parcels room and lockers, baths, lavatory, etc., are also on the ground floor. The reading and sitting rooms look out on a garden for the use of the lodgers in the rear of the house, and all three of the common rooms are so arranged as to obtain the maximum amount of direct sunlight.

The dormitories are on the three upper floors, and are divided into 51 single and 3 double cubicles. Each cubicle has a separate window, and the single cubicles are 4 ft. 10½ in. wide by 7 ft. long. Lavatory basins, etc., are provided on each floor. The dormitories are approached by a staircase, but an additional iron emergency staircase will be provided on each floor in such a manner that it will be practically impossible for both means of exit to be blocked in case of fire.

Backchurch-lane area.

(Stepney.)

On 23rd October, 1901, the medical officer of health of the metropolitan borough of Stepney, Dr. D. L. Thomas, made an official representation under part I. of the Housing of the Working Classes Act, 1890, with respect to an area in that borough known as the Backchurch-lane area.

After inspecting the property which formed the subject of representation and ascertaining that a portion of the area was about to be redeveloped for commercial purposes, we arrived at the conclusion that there was no adequate reason for the Council undertaking a scheme for its improvement under part I. of the Act. On 10th March, 1903, the Council, adopting our views, decided to make no improvement scheme with respect to the area, and a copy of the resolution passed by the Council, and of the report upon which it was based, was duly forwarded to the Secretary of State for the Home Department, in accordance with section 10 of the Act. The Secretary of State, in a reply dated 18th April, 1903, forwarded a copy of a communication received from the Metropolitan Borough Council of Stepney, to the effect that that Council was of opinion that no further action should be taken on the official representation. The Borough Council, we understood, based its opinion on information that a large portion of the area was about to be dealt with by private enterprise, and that some re-housing would take place thereon.

Duncan-square area.

(Hackney.)

On 1st May, 1900, Dr. J. King Warry, the medical officer of health of the Metropolitan Borough of Hackney, made an official representation under part I. of the Housing of the Working Classes Act, 1890, with respect to an area in and about Duncan-square, Sheep-lane, Hackney.

The area, which is known as the Duncan-square area, is about 1¼ acres in extent, and comprises 71 houses and a workshop. It is bounded on the north by a school, on the east by Sheep-lane, on the west by the backs of houses in London-fields, and on the south by Duncan-road, and its core is formed by Duncan-square, which consists of four narrow streets, two leading out of Duncan-road and two culs-de-sac leading out of these.

The population of the area at the date of the representation was 515. The mean annual death rate per 1,000 living in the area in the five years 1894-8 was 19.4 and the zymotic death rate was 6.6, the corresponding death rates for Hackney being 16.7 and 3.6 respectively.

After having made a careful inspection of the area we were of opinion that though the streets were narrow and the houses built in a confined space the houses themselves could not generally be said to be in such a condition as to justify their inclusion in a scheme under part I. of the Housing of the Working Classes Act, 1890. Many of them, indeed, were externally in an exceedingly good state of repair. Some of the houses were occupied in separate tenements, and should thus, so far as their internal condition was concerned, be under the control of the Borough Council under the Public Health (London) Act, 1891.

Moreover, the death rates above quoted did not indicate the existence in the area of those insanitary conditions which alone would justify the Council in incurring the great expense which would be involved in dealing with it by way of a scheme. Further, the words of the Act descriptive of an area which should be dealt with under Part I. thereof, lay it down that the area shall be one containing houses, courts or alleys, the evils connected with which "cannot be effectively remedied otherwise than by an improvement scheme for the re-arrangement of the streets and "houses within such area, or of some of such streets or houses."

We were unable to so describe the area in question, but considered that such improvement as might be necessary could readily be effected under the provisions of Part II. of the Act, viz., by obtaining the demolition of single houses. In these circumstances we advised the Council on 23rd June, 1903, to adopt the procedure prescribed by section 73 (1) (b) of the Act. Under this section the Council may resolve that an area officially represented under Part I. is not of general importance to the County of London, and may submit such resolution to the Secretary of State, who may then institute an inquiry, if he deem such a course necessary, and may, under section 73 (2), make an order pointing out the way in which the area should be dealt with. The necessary resolution was passed by the Council on the date named, and a copy thereof, together with a copy of the report on which it was based, was forwarded to the Secretary of State.

*Kilburn-vale area.**(Hampstead.)*

On 9th June, 1903, the medical officer of health of the Metropolitan Borough of Hampstead, Dr. Herbert Littlejohn, made an official representation under Part I. of the Housing of the Working Classes Act, 1890, in relation to an area in that borough known as the Kilburn-vale area. This area, which is rather more than one acre in extent, is situated close to Kilburn Station, and is bounded on the north-west by West-end-lane, on the south-east by the premises of the London General Omnibus Company in Belsize-road, on the north-east by Abbey-lane, and on the south-west by Providence-place. It is nearly square in shape, and comprises 60 premises and two dilapidated and disused wooden cottages. The population of the area is 360, and the mean yearly death-rate from all causes, for the five years 1898-1902 was 18.9 per 1,000 as compared with 11.3 and 18.2 for the Metropolitan Borough of Hampstead and for London respectively.

The area consists of a row of small houses between Abbey-road and Kilburn-vale, and a block of cottage property lying between Kilburn-vale and Providence-place. This block of cottage property includes three rows of small cottages which have ample space both in front and in rear, a square running in and out from West-end-lane, in which are situated somewhat larger houses, with insufficient or no back yards, and another row of small cottages facing Kilburn-vale, which have good front gardens.

From an inspection we were of opinion that the area as a whole was not one which required the preparation of a scheme for its improvement under Part I. of the Act, but that such evils as might exist in the area could be readily remedied by the application of the provisions of Part II. of the Act as to closing orders, and by the enforcement by the borough council of its powers to secure the various sanitary appliances being kept in a proper condition. Moreover, even were the condition of the area such as to warrant the preparation of a scheme for its improvement, it appeared to us that its size and general disposition were not such as to justify its being considered as of importance to the County of London as a whole. In these circumstances we considered that the proper course for the Council to adopt was to pass a resolution under section 73 (1) (b) of the Act. This section provides that in case the Council shall resolve that an area officially represented under part I. of the Act is not of general importance to the County of London, and should be dealt with under part II. of the Act, the Council may submit such resolution to the Secretary of State for the Home Department. The Secretary of State may then institute an inquiry, if he deem such a course necessary, and may, under section 73 (2) make an order pointing out the way in which the area should be dealt with. We submitted our views to the Council on 10th November, 1903, and the formal resolution embodying those views was passed on the same date. A copy of the resolution and of the report on which it was based was subsequently forwarded to the Secretary of State for the Home Department.

*Warner-street (Italian colony) area.**(Holborn.)*

On 16th July, 1901, the medical officer of health of the Metropolitan Borough of Holborn, Dr. W. A. Bond, made an official representation under part I. of the Housing of the Working Classes Act, 1890, in relation to an area in the borough known as the Italian colony. The area, which is about 2 acres in extent, is situated between Warner-street and the backs of houses fronting on Clerkenwell-road, and comprises some 120 houses and premises in Warner-street, Fleet-row, Summer's-street, Little Bath-street, Back-hill, Eyre-street-hill and Eyre-court.

The population of the area is about 1,170 persons, almost all of whom are Italians of the labouring class from whom the name of the area is taken. The death rate from all causes in the area is 29.2 per 1,000 or 3.0 per 1,000 higher than the corresponding rate for Holborn, but the phthisis death rate is lower than that for Holborn.

Generally, the houses on the area are old and worn out; in many cases inadequate, and in some cases no backyards are provided; and in some cases also the water-closets are placed in front of the houses. The streets are narrow, and a large number of the houses are situated in courts whose only approach is by means of covered archways. *Primâ facie*, therefore, the area appeared to us to be one which should be dealt with by way of a scheme under part I. of the Housing of the Working Classes Act, 1890, but in the course of our inquiries in reference to the area we learned that by far the greater portion of it was in the hands of the freeholders, who were re-developing their property for commercial purposes. This property comprises much of the interior of the area wherein the most insanitary conditions prevail, and the action that is being taken by the freeholders is resulting in the creation of fresh subsidiary interests and the erection of business premises.

The fact that demolition and rebuilding are taking place on the area affects in two ways the question of preparing a scheme for dealing with it. In the first place the creation of new interests in the property comprised in the area, must necessarily vastly increase the cost of acquisition, and secondly, the erection of premises for use for business purposes, in lieu of the existing houses occupied by persons of the working class, will at no distant date entirely alter the character of the area. In our opinion this change in the character of the area does away altogether with the necessity which could otherwise, on grounds of public health, be shown for such a large expenditure of public money as would, undoubtedly, be necessary if the area were to be dealt with under the provisions of Part I. of the Housing of the Working Classes Act, 1890. It may also be pointed out that great difficulty would be experienced in providing re-housing accommodation by reason of the area forming a compact settlement of foreigners whose

habits and characteristics differ considerably from those of English people. We were unable, therefore, to advise the Council to incur the heavy expenditure involved.

The occurrence of circumstances leading to such a conclusion is contemplated by section 10 of the Act, which provides that where the Council passes a resolution to the effect that it will not proceed with a scheme in relation to an area officially represented, the Council shall "as soon as possible, send a copy of the official representation, accompanied by their reasons for not acting upon it, to the confirming authority, and upon the receipt thereof, the confirming authority may direct a local inquiry to be held, and a report to be made to them with respect to the correctness of the official representation made to the local authority, and any matters connected therewith on which the confirming authority may desire to be informed." This section does not empower the confirming authority to take any steps to enforce his decision should he decide that the area is one in respect of which a scheme ought to be made, but section 4 of the Housing of the Working Classes Act, 1903, provides that the confirming authority, who, as regards London, is at present the Secretary of State for the Home department, may, if he thinks fit, order the local authority to prepare and carry into effect a scheme, either under part I. or part II. of the Act of 1890, for the improvement of the whole or some part of the area, and that such order may be enforced by *mandamus*.

The Council on 10th November, 1903, adopting the conclusions at which we had arrived, declined to make any improvement scheme in respect of the area, and decided to forward to the Secretary of State its reasons for so declining. This was accordingly done, and action on the part of the Secretary of State is now awaited.

Bridge-road and Emmett-street area.
(*Poplar.*)

This area, which was the subject of an official representation, dated 12th July, 1901, by Dr. F. W. Alexander, the medical officer of health of the Metropolitan Borough of Poplar, is situated between Bridge-road and Emmett-street, and comprises Providence-cottages, four houses in Emmett-street, and two blocks of four and five storey buildings known as Arnold's-buildings. These buildings, which contained about 110 tenements and between 300 and 400 rooms, were erected in 1888, but were closed in 1894 by a magistrate's order. The area did not appear to the Council to be one which should be dealt with under part I. of the Housing of the Working Classes Act, 1890, but we were of opinion that Arnold's-buildings should be demolished. In view, however, of a proposal by the owners to convert the premises into a workmen's hotel, no action was taken in that direction for a time, but as the owners had failed to effect any alterations a magistrate's order was obtained on 25th March, 1904, for the demolition of the buildings within a period of six weeks from that date.

Burne-street area.
(*St. Marylebone.*)

The Burne-street area, in respect of which Dr. Wynter Blyth, the medical officer of health of the Metropolitan Borough of St. Marylebone made an official representation in April, 1901, comprises in all about 2 acres, and is bounded on the north by Bell-street and the backs of houses thereon; on the south by the Salvation Army premises adjoining the Edgware-road station of the Metropolitan Railway; on the east by Lisson-street, and on the west by St. Barnabas' Church.

The provisions of part I. of the Housing of the Working Classes Act, 1890, are designed for the improvement of an area which "cannot be effectually remedied otherwise than by an improvement scheme for the rearrangement of the streets and houses within such area, or of some such streets or houses." It is only after being satisfied of these circumstances that the Council is directed to pass a resolution that a scheme ought to be made in respect of any area. After having made a careful inspection of the Burne-street area, however, we did not think that it was one in respect of which it could be said that these circumstances existed, and we advised the Council to resolve that the area was not of general importance to the county of London, and should be dealt with under part II. of the Act. A resolution to this effect was passed by the Council on 14th October, 1902, and a copy thereof, as well as of the report on which it was based, was forwarded to the Secretary of State. Under section 73 of the Act the Secretary of State is empowered to institute an inquiry into the matter and to make an order pointing out the way in which the area should be dealt with. Mr. H. T. Steward has been appointed arbitrator, but the arbitration proceedings have been postponed pending further consideration of the matter by the borough council, with whom we are at present in communication.

Devonshire-place area.
(*St. Marylebone.*)

Last year we reported that representations had been made by the Metropolitan Borough Council of St. Marylebone with reference to an area known as the Devonshire-place area in that borough, and that a deputation from the borough council had urged that the Council should undertake a scheme under part II. of the Housing of the Working Classes Act, 1890, for an extended area bounded by Devonshire-street, Salisbury-street, Earl-street and Exeter-street. It appeared to us, however, that the area was one in respect of which the borough council should take action by means of closing orders, and on 6th May, 1902, the Council, upon our recommendation passed a resolution to that effect, which was duly communicated to the Secretary of State, as required by section 73 (1) (b) of the Act. Since that date we have been in communication with the borough council on the subject, and we have reason to believe that a scheme for dealing the area under part II. of the Act is being prepared for submission to the Council and the Local Government Board at an early date.

(B) REHOUSING IN CONNECTION WITH STREET IMPROVEMENTS AND TUNNELS.

The following table contains particulars of dwellings which have already been provided by the Council for re-housing persons displaced by the carrying out of public improvements.

Name of improvement.	No. of persons displaced by the Council	No. of persons provided for.	Rent roll 1903-4.	Loss of rent 1903-4.	Percentage of outgoings 1903-4.	Capital expenditure on dwellings to 31st March, 1904.
			£	Per cent.	Per cent.	£
1. BLACKWALL-TUNNEL—	1,261					
(a) Council buildings, Poplar ...		238	756	·66	45·81	17,041
(b) Montreal and Toronto buildings, Cotton-street, Poplar ...		360	1,228	7·32	41·40	13,915
(c) Armitage, Collierston and West-view cottages, East Greenwich ...		464	1,288	1·63	44·22	33,456
(d) Idenden-cottages, East Greenwich ...		400	1,068	·93	43·21	18,656
2. BATTERSEA-BRIDGE—	170					
Battersea-bridge-buildings ...		286	1,228	2·76	37·94	17,023
3. YORK-ROAD, BATTERSEA—	218					
Durham-buildings (1st section) ...		268	145	58·62	7·58	21,344
4. THAMES EMBANKMENT EXTENSION AND WESTMINSTER IMPROVEMENTS—	2,152					
Millbank estate ($\frac{336\frac{3}{4}}{442\frac{1}{2}}$ ths)—Gainsborough, Hogarth, Landseer, Lawrence, Leighton, Romney, Turner and Wilkie buildings ...		2,368	10,104	·45	37·60	126,762
5. HOLBORN TO STRAND—*	2,010					
(a) Bourne estate—Denys, Frewell, Ledam, Scrope, Shene and Skipwith ...		1,354	6,188	1·03	36·93	118,728
(b) Herbrand-street estate—Coram, Dickens and Thackeray buildings ...		680	134	14·92	29·71	29,998
(c) Duke's-court estate—Beaumont-buildings ($\frac{1}{15}$ ths) and Sheridan-buildings ...		250	1,679	·49	37·48	21,578
(d) Millbank estate ($\frac{296\frac{1}{2}}{442\frac{1}{2}}$ ths)—Maclise-buildings ...		296	1,263	·45	37·60	15,845
6. ROTHERHITHE-TUNNEL—†	1,003					
Swan-lane estate—Rye, Sandwich and Winchelsea buildings ...		600	2,058	52·67	22·00	41,032
	6,814	7,564	27,139	5·41	44·16	475,378

Rotherhithe-tunnel rehousing.

The construction of the Rotherhithe-tunnel involves the displacement of 1,066 persons of the working class on the north side of the Thames, and 1,707 persons on the south side, or 2,773 persons in all. A scheme for rehousing this number of persons has been approved by the Secretary of State, and for that purpose the Council has acquired sites on the north side at Ropemaker's-fields and London-street, Wapping, and on the south side at Swan-lane, Clarence-street and Albion-street, Rotherhithe.

Ropemaker's-fields site.—Plans of the dwellings to be erected on this site were approved by the Secretary of State in October, 1902, and the Council on 28th July, 1903, referred the working drawings, specifications and bills of quantities to the Works Committee, who had expressed their willingness to undertake the erection of the buildings at the amount of the architect's estimate, viz., £13,892. The value of the site for housing purposes was originally estimated by the valuer at £1,000, but as it appeared from a consideration of the estimates that by taking the valuation of the land at that figure the dwellings could not be erected without placing a charge upon the county rate, the Council on 29th July, 1902, upon the recommendation of the Bridges Committee, fixed the value at *nil*, and directed that in addition the sum of £397 should be charged to the cost of the tunnel. The buildings, which will be known as Brightlingsea-buildings, will consist of one block of five-storey dwellings, containing accommodation for 340 persons in 65 tenements, of which five will contain four rooms, 35 three rooms, 20 two rooms, and 5 one room. The rehousing scheme stipulates that all the dwellings on the north side of the river Thames shall be completed for occupation to the satisfaction of the Secretary of State by 10th March, 1906.

London-street site.—The dwellings on this site cannot be commenced until Brightlingsea-buildings shall have been completed. Considerable progress has, however, been made with the preparation of the preliminary plans, and it is anticipated that accommodation for 1,036 persons can be provided on the site.

Swan-lane estate.—A portion only of this site was at first acquired, and while negotiations for the purchase of the remainder were proceeding, plans of those blocks of dwellings which could be erected at once without interfering with the plan of development of the whole site were prepared. In July, 1901, we submitted working drawings of about two-thirds of a block facing Swan-lane and providing accommodation for 200 persons in 20 tenements of two rooms and 20 tenements of three rooms. These dwellings, which have been named Winchelsea-buildings, were completed for occupation in September, 1902, the amount of the contract with Messrs. Holloway Brothers for the erection of the building being £8,122.

* Further accommodation for 1,209 persons is being provided, and 1,690 more persons remain to be displaced, in connection with the formation of the new street from Holborn to the Strand.

† Dwellings are being erected or sites have been acquired for accommodating about 2,275 more persons in connection with the construction of Rotherhithe-tunnel, and 1,770 more persons are still to be displaced. The sanction of the Secretary of State was specially obtained to the displacement of 400 more persons than the number for whom dwellings have actually been completed.

In January, 1902, the working drawings of two further blocks of dwellings, Rye and Sandwich buildings, were nearing completion, and Messrs. Holloway Bros. were asked at what reduction on the schedule of prices for Winchelsea-buildings they would be prepared to build them. After negotiations, Messrs. Holloway Brothers offered to build these two blocks, which are precisely similar to Winchelsea-buildings, for a sum of £8,092 each, and this offer was accepted by the Council in May, 1902. Rye-buildings were completed and opened in March, 1903, and Sandwich-buildings in May, 1903.

Meanwhile, the working drawings of Hythe and Seaford and the remaining portion of Winchelsea-buildings had been completed, and in January, 1903, the Council decided to entrust the erection of these buildings to Messrs. Holloway Brothers at the same schedule of prices as that on which the other buildings were undertaken. The first portion of Hythe-buildings was completed in March, 1904.

Particulars of the dwellings on the estate are given in the following table—

Name of buildings.	Number of tenements of			Number of persons provided for.	Estimated cost of buildings including incidentals.	Value of land.
	Two rooms.	Three rooms.	Four rooms.			
Rye-buildings ...	20	20	—	200	} 16,750	1,620
Sandwich-buildings ...	20	20	—	200		
Winchelsea-buildings ...	35	30	—	320	} 38,837	3,380
Hythe-buildings ...	40	25	5	350		
Seaford-buildings...	20	20	—	200		
Totals ...	135	115	5	1,270	55,587	5,000

The time specified in the rehousing scheme for the completion of the dwellings on this estate is 1st June, 1905, and the buildings now in course of erection will be finished before that date. It is a matter of regret, however, that considerable difficulty is experienced in letting the tenements already completed.

Clarence-street site.—This site was secured by the allocation of a portion of the land at the corner of Clarence-street and Lovat-place, originally intended for use as a storeyard in connection with the tunnel works. It was estimated that accommodation for about 250 persons could be provided on the site, but upon consideration of the preliminary plans and estimates it was found that after allowing £900 for the value of the site, there would be a net capital deficiency of £484 on the dwellings. Under these circumstances the Bridges Committee on 10th March, 1903, recommended that the value of the site should be reduced to £416, but the Council decided to submit the letting of the land to auction, and this was accordingly done on 13th October following. No bids were received, and the value of the site was thereupon fixed at £416. Having regard, however, to the fact that a large number of tenements provided on the Swan-lane estate are unoccupied, we have, with the concurrence of the Bridges Committee, deferred for a time taking any further action in the matter. Under the scheme the dwellings are to be completed by 20th October, 1906.

Albion-street site.—It is anticipated that about 250 persons can be accommodated on this site, and the preparation of plans of the dwellings is being proceeded with.

Holborn to Strand rehousing.

The formation of the new street from Holborn to the Strand and widening of the Strand at Holywell-street involves the displacement of 3,700 persons of the working class, and the Council is under obligation to provide accommodation for an equal number. For that purpose four sites have been acquired, and a block of dwellings (Maclise-buildings) on the Millbank-estate appropriated under section 4 of the Housing of the Working Classes Act, 1900.

Bourne-estate.—This site, formerly known as the Reid's Brewery-estate, comprises about 2 $\frac{3}{4}$ acres, and was purchased towards the end of 1899 for £201,003. Its value for housing purposes is £44,000, and the difference between this amount and the actual cost has been charged to the capital account of the Holborn to Strand and Southampton-row improvements. Accommodation for 2,642 persons will be provided in five-storey buildings fronting on Leather-lane, Portpool-lane and Clerkenwell-road, and in six blocks of buildings in the interior of the site, but dwellings for 1,864 persons only have been appropriated for the accommodation of those displaced by the formation of the new street from Holborn to the Strand.

In May and November, 1901, the work of constructing the foundations of the six interior blocks, and of the dwellings fronting Portpool-lane was completed by the Works department at a cost of £11,806 11s. 9d., or £3,524 16s. 2d. below the estimate, and on 22nd October, 1901, the Council decided that three of the interior blocks of buildings should be entrusted to the Works department and three to a contractor. Tenders were, therefore, invited for the erection of the three interior blocks, which have been named Shene, Ledam and Skipwith buildings, and that of Mr. H. L. Holloway, amounting to £10,026 for one block, with the others to be undertaken at the same schedule of prices, was accepted in December, 1901. Skipwith and Ledam buildings were completed in February, 1903, and Shene-buildings in April, 1903. The Works department undertook one block on similar conditions at the amount of the architect's estimate, viz., £10,382. This and the other two blocks, which have been named Denys, Frewell and Scrope buildings, were completed in September, 1902, and January, 1903, at a cost of £28,320 7s. 1d., or £1,562 3s. 9d. below the estimate. The six blocks will provide accommodation for 1,330 persons, and the apportioned value of the site for housing purposes is £20,200.

The buildings facing Clerkenwell-road and Leather-lane have been named Radcliff-buildings, and on 2nd December, 1902, the work of erecting the buildings, including foundations, was referred to the Works Committee for execution at an estimated cost of £49,755. The

dwellings, when completed, will accommodate 602 persons, and accommodation for 554 persons therein has been appropriated for the persons displaced by the Holborn to Strand improvement. The apportioned value of the site for housing purposes is £12,900.

The superstructure of the remaining buildings, named Redman-buildings, which have a frontage to Portpool-lane, is being erected by Mr. H. L. Holloway, the Council having, on 7th July, 1903, accepted his offer to undertake the work at the schedule of prices contained in his contract for the erection of the three interior blocks. The cost of the buildings, including incidental expenses, is estimated at £31,582, and the apportioned value of the site is £10,900. Accommodation for 710 persons will be provided in the dwellings.

Duke's-court estate.—Sheridan buildings and a portion of Beaumont buildings on this estate were formally apportioned on 9th February, 1904, for rehousing purposes in connection with the improvement, accommodation being therein provided for 360 persons.

Herbrand-street estate.—Coram, Dickens and Thackeray buildings, which contain accommodation for 680 persons, were completed in March, 1904. The site was acquired from the Duke of Bedford for £41,000, and its value for housing purposes is £7,000.

Millbank-estate.—Maclise-buildings, which were appropriated for the purposes of the Holborn to Strand Improvement on 1st March, 1904, contain accommodation for 296 persons.

Kemble-street-house.—The Council is under an obligation to provide a lodging-house for 610 men on a central site, and a site on the cleared area facing Kemble-street, Drury-lane, has accordingly been selected for the purpose. Plans of a building designed to accommodate 699 persons were approved by the Secretary of State in October, 1902, and working drawings and bills of quantities have since been prepared. We hope to be able to arrange for the erection of the building to be commenced in October next.

Southampton-row rehousing.

Bourne-estate.—In connection with the widening of Southampton-row, 329 persons of the working class will be displaced, and accommodation will be provided for that number on the Bourne-estate, although it may be pointed out that the Council is under no obligation to make such provision, as no more than 20 tenements in any one parish are required for the purposes of the improvement. Of the accommodation for 2,642 persons to be provided on this estate, therefore, accommodation for 2,193 persons has been allocated to the Holborn to Strand and Southampton-row Improvements.

Thames-embankment extension and Westminster improvements rehousing.

Millbank-estate.—The scheme for rehousing persons displaced in connection with the Thames-embankment extension and Westminster improvements required that the Council should provide accommodation for not less than 2,152 persons on the Millbank-estate. Section 4 of the Act of 1900 enables the Council to appropriate dwellings which have been provided by the Council in exercise of its powers under Part III. of the Act of 1890 for the purpose of complying with a rehousing obligation imposed in pursuance of an Improvement Act, and to transfer their entire cost from the account of Part III. and charge it to the cost of the improvement. On 26th January, 1904, the Council accordingly appropriated eight blocks of dwellings on the Millbank-estate containing accommodation for 2,368 persons for rehousing the 2,242 persons displaced by the carrying out of the improvement.

As, however, the accommodation on this estate was primarily intended for rehousing persons displaced from insanitary areas and as the provision elsewhere of rehousing accommodation in respect of the Westminster Improvements would probably have cost a sum of about £90,000, the Council decided that power should be obtained, in the Act authorising the improvement, to allocate a sum of £50,000, to be charged as part of the cost of such improvement, for the purpose of providing other sites for the erection of dwellings. A question having subsequently arisen whether the section (50) of the Act dealing with this matter effectually carried out the Council's intention, the Council obtained the necessary provision in its General Powers Act of 1903.

Long-lane and Tabard-street rehousing.

The widening of Long-lane and Tabard-street, Bermondsey, will involve the displacement of 291 persons of the working class, and for the erection of new dwellings for the accommodation of these persons a site has been allocated in Leroy-street, Bermondsey.

Barnaby-buildings, Leroy-street.—Plans of the dwellings to be erected on this site were prepared in July, 1901, and it was then found that if the land were valued for housing purposes at the sum named by the valuer, viz., £2,875, it would not be possible to comply with the Council's standing order relating to the erection of dwellings without placing a charge upon the county rate. We were of opinion that having regard to all the circumstances no more than £1,432 could be charged in respect of the land for housing purposes, and after considerable discussion the Council, on the recommendation of the Improvements Committee, approved this valuation. Plans were then submitted to the Secretary of State, but in January, 1902, he expressed himself unable to approve them. Fresh plans were therefore prepared, and these received the approval of the Secretary of State in June, 1902. Upon the completion of the working drawings tenders were invited for the erection of the buildings, and on 30th June, 1903, the Council accepted that of Messrs. W. Smith and Son, amounting to £14,787 0s. 7d. The dwellings, which will be known as Barnaby-buildings, will accommodate 400 persons in 40 tenements of two rooms and 40 tenements of three rooms.

Mare-street rehousing.

By the widening of Mare-street, Hackney, 526 persons of the working class will be displaced, and new accommodation is being provided for them on two sites, one at London-fields and the other at Jerusalem-square, Hackney.

Darcy-buildings, London-fields site.—This site immediately adjoins London-fields, and the dwellings which are being erected thereon will have the advantage of overlooking this open space. Plans of a five-storey block of dwellings were prepared in July, 1901, but it was found that the cost of erection coupled with the lowness of the rents ruling in the neighbourhood would preclude the possibility of charging anything against the dwellings in respect of the cost of the site. In these circumstances, and in view of the fact that the Council was under statutory obligation to provide the dwellings, the Council, on 19th November, 1901, decided, on the recommendation of the Improvements Committee, that for the purposes of compliance with the standing orders the housing value of the site must be taken as *nil*. Plans of the dwellings, which have been named Darcy-buildings, were approved by the Secretary of State in March, 1902; and the working drawings were completed in October, 1902. On 10th February, 1903, the Council accepted the tender of Messrs. Stimpson and Co., amounting to £9,208, for the erection of the dwellings, and they will be ready for occupation in June, 1904. Accommodation is provided therein for 190 persons in 25 tenements of two rooms and 15 tenements of three rooms.

Vallette buildings, Jerusalem-square site.—Plans of the five-storey block dwellings which are being provided on this site were approved by the Secretary of State in March, 1903, and the tender of Messrs. Kirk and Randall for the erection of the buildings for the sum of £17,884 was accepted by the Council on 24th November, 1903. The buildings, which will be known as Vallette buildings, will be completed before the time specified in the rehousing scheme, viz., 8th May, 1905, and will accommodate 416 persons in 39 tenements of two rooms, 34 tenements of three rooms, and 7 tenements of one room. The value of the site for housing purposes was fixed at £3,000.

Nine Elms-lane rehousing.

The Council is under obligation to provide accommodation for rehousing the 69 persons of the working class who will be displaced by the widening of Nine Elms-lane, and a site in Wandsworth-road in close proximity to the improvement has been appropriated for that purpose.

Lennox-buildings and Clere-cottages.—In order to utilise the site to the best advantage arrangements have been made for the erection of a five-storey block of buildings, to be named Lennox-buildings, and a row of seven cottages to be known as Clere-cottages. Plans of the buildings were approved by the Secretary of State in January, 1903, and tenders for the work of erection were received on 3rd November, 1903. Upon examination of the tenders, however, it was found that by taking the housing value of the site at £1,560, as previously fixed, a capital deficit of £831 would result from the acceptance of the lowest tender, and that the Council's standing order, providing that the erection of dwellings shall not involve a charge upon the county rate, could not be complied with. In these circumstances, the Council, on 29th March, 1904, upon the recommendation of the Improvements Committee, fixed the housing value of the site at £739. The lowest tender for the erection of the block of dwellings and cottages, viz., that of Messrs. Holloway Brothers (London), Limited, amounted to £10,398 13s. 4d., and was accepted by the Council on 3rd May, 1904. Accommodation will be provided in the dwellings for 196 persons in 3 tenements of one room, 17 tenements of two rooms, and 20 tenements of three rooms, while the cottages will accommodate 42 persons.

York-road rehousing—Battersea-rise rehousing.

Garratt-lane and Merton-road rehousing.

The widening of (a) York-road, Battersea; (b) Battersea-rise, and (c) Garratt-lane and Merton-road, Wandsworth, will involve the displacement of 218, 27 and 189 persons of the working class respectively, for whom the Council is required to provide rehousing accommodation.

Durham-buildings, York-road.—A site fronting York-road, formed out of surplus lands acquired in connection with the improvement, has been provided for the erection of two blocks of dwellings. Plans of the first block were approved in November, 1901, by the Secretary of State, and in October, 1902, a contract was entered into with Messrs. F. and H. F. Higgs, for the erection of the buildings, their tender, amounting to £23,000, being the lowest. The housing value of the site was fixed at £2,380. The two blocks are similar in size and character, and will each accommodate 268 persons in 28 tenements of two rooms and 26 tenements of three rooms. The first block was ready for occupation in February, 1904, and the other will be finished in July, 1904.

St. John-street and Goswell-road rehousing.

Redman-buildings, Bourne estate.—In connection with the widening of St. John-street and Goswell-road in the metropolitan borough of Finsbury, 157 persons of the working class will be displaced, and arrangements were at first made for accommodating them in a block of buildings, to be known as Mallory-buildings, on a site in St. John-street, acquired partly in connection with the widening of the road and partly under the Aylesbury-place scheme. The Improvements Committee have, however, called our attention to the desirability of some other accommodation being available before these buildings can be erected, and have suggested that the first section of Redman-buildings on the Bourne estate, which was approaching completion, might be utilised for the purpose. As there did not appear to be any objection to that course, the Improvements Committee have, with our concurrence, approached the Secretary of State for the Home Department with a view to the rehousing scheme being modified accordingly.

Central-street rehousing.

In connection with the widening of Central-street, St. Luke, Finsbury, 230 persons of the working class will be displaced, and a site in George-yard, in close proximity to the improvement, has been allocated for the erection of the necessary dwellings. The utilisation of this site will, however, involve the displacement of an additional 214 persons, and accommodation for 444 persons would thus have to be provided. Preliminary plans of the buildings have been submitted to the Secretary of State, but pending the reconsideration of the matter by the Improvements Committee further action is being delayed.

Greenwich electricity generating station rehousing.

Drake-buildings, Hughes-fields, Deptford.—The erection of an electricity generating station at Greenwich in connection with the Council's tramways will involve the displacement of 214 persons of the working class, and for the purpose of providing the necessary rehousing accommodation one of the plots of surplus land acquired under the Hughes-fields, Deptford, scheme has been appropriated for the erection of a block of dwellings (Drake-buildings) which will accommodate 220 persons, the value of the site being £300. Plans of the dwellings were approved by the Secretary of State in January, 1903, and the Council on 28th July following accepted the tender of Messrs. Martin, Wells and Co., Limited, amounting to £23,119, for the erection of Drake-buildings and two other blocks on adjoining sites.

Rehousing where no statutory obligation exists.

As regards all the several improvements above-mentioned, with the exception of that of Southampton-row, the Council is under a statutory obligation to provide new accommodation in lieu of that destroyed. There are, however, many cases in which the Council is under no such obligation. By the resolution of 29th November, 1898, to which reference has before been made, the Council has undertaken to provide rehousing accommodation in lieu of any that it may destroy without regard to the existence or non-existence of a statutory obligation in that behalf. Such accommodation, however, need not necessarily be in the immediate locality of the accommodation destroyed. Particulars of the cases of displacements made by the Council in which no statutory obligation exists are as follows—

Name of work causing destruction of accommodation.	Number of persons for whom the accommodation destroyed or to be destroyed provides.	Accommodation proposed for those displaced.
Barking-road-bridge	53	
High-street and Gardener's-lane improvement, Putney	57	At Totterdown-fields estate, Tooting.
Lots-road pumping-station, Chelsea	101	At Battersea-bridge-buildings.
Wandsworth-road improvement, Battersea	26	At Lennox-buildings, Wandsworth-road site.
Albert-embankment improvement, Lambeth	40	At Lennox-buildings, Wandsworth-road site.
Roehampton-street improvement, Westminster...	20	At Millbank estate, Westminster.
Southampton-row improvement	329	At the Bourne estate.
Camberwell-road improvement, Camberwell	10	Under consideration.
Harleyford-road improvement, Lambeth	6	Under consideration.
High-street improvement, Kensington	134	At Old Oak-common-lane estate, Hammersmith.
Burdett-road and Bagallay-street fire-station, Limehouse	25	At dwellings erected on Ann-street area, Poplar.
Old-street improvement, St. Luke... ..	62	28 policemen rehoused by Government; remainder under consideration.
Blackheath-hill improvement, Greenwich	33	At Sylva-cottages, Mill-lane, Deptford.
Chatham-road fire station, Battersea	21	At Durham-buildings, York-road, Battersea.
Red Lion-street fire-station, Wapping	63	At dwellings either on Ropemaker's-fields or London-street site provided for Rotherhithe-tunnel rehousing.
Southwark-bridge-road (extension of Fire Brigade headquarters)	59	To be provided as vacancies occur in existing dwellings in the neighbourhood.
Elephant-and-Castle generating station	35	Accommodation found in the neighbourhood.
Cat-and-Mutton-bridge, Shoreditch	64	Under consideration.
Deptford pumping station	60	At dwellings on the Hughes-fields estate.
Plumstead-common extension	22	Accommodation found in the neighbourhood.
	1,220	

School Board for London rehousing.

Preston's-road and Norfolk-street sites, Poplar.—By the Board of Education Provisional Order Confirmation Act, 1899, the School Board for London was placed under an obligation to provide new accommodation for 1,030 persons in lieu of that which it had destroyed during the previous five years in Shoreditch, Camberwell, Bethnal-green, Bermondsey, Mile-end and Ratcliff. In consideration of a payment of £10,359, the Council in March, 1902, agreed to provide such accommodation in five-storey balcony dwellings on the Preston's-road site and in cottages on the Norfolk-street site, and thereby relieve the School Board of the obligation it had incurred. This is the first case in which the Council has undertaken to provide accommodation to fulfil the obligations of a body with whose work it was entirely unconnected, and it should be noted that the Council, in providing the accommodation, has acted in pursuance of its powers under part III. of the Housing of the Working Classes Act, 1890.

Accommodation will be provided on the two sites for 1,304 persons, of which accommodation for 269 on the Preston's-road site is in respect of the displacements under the scheme for the clearance of the Burford's-court, Tucker's-court, and Favonia-street area, Poplar. According to the School Board's rehousing scheme, which was approved by the Secretary of State on 16th January, 1903, £10,000 of the £10,359 has been deposited with the London and Westminster Bank in the name of the Secretary of State pending the completion of the buildings, which must take place within two years from the date of the scheme.

Ottawa, Baffin, Hudson, Ontario, Quebec, and Winnipeg buildings, Preston's-road.—In March, 1902, the Council accepted the tender of Mr. J. O. Richardson for the erection of these six

blocks of dwellings. Subsequently, however, Mr. Richardson obtained release from the Council and fresh tenders were invited, with the result that in July, 1902, the tender of Messrs. F. and T. Thorne was accepted. This tender amounted to £14,959 in respect of Ottawa and Baffin buildings, and on the basis of the prices contained in the tender less $3\frac{1}{2}$ per cent. to about £50,000 for the whole of the dwellings. Building operations were at once commenced, and Ottawa and Baffin buildings were completed in March, 1904. Hudson and Ontario buildings will be ready for occupation in July, 1904, while the remaining blocks will be completed by September, 1904. All the buildings will thus be completed well within the time specified in the rehousing scheme, and accommodation will be provided therein for 1,220 persons in 140 tenements of two rooms and 110 tenements of three rooms.

St. Lawrence-cottages, Norfolk-street.—The Norfolk-street site is situated at the southern end of the Preston's-road site, and as it was necessary to proceed expeditiously with the erection of the 14 cottages, negotiations were entered into with the contractors for the dwellings on the last-named site with a view to ascertaining at what reduction on the contract prices for the block dwellings they would be prepared to undertake the work. Messrs. Thorne having expressed their willingness to make a reduction of $3\frac{1}{2}$ per cent. on such prices, with a further reduction of £1 per rod in the price of brickwork, the Council on 7th April, 1903, accepted the offer, the architect's estimate of the cost being £3,777. The cottages, which have been named St. Lawrence-cottages, were completed in March, 1904, and contain accommodation for 84 persons, each cottage having three rooms and a scullery.

(C.) ACTION TAKEN UNDER PART III. OF THE HOUSING OF THE WORKING CLASSES ACT, 1890,
AS EXTENDED BY THE HOUSING OF THE WORKING CLASSES ACT, 1900.

Inquiries as to sites.

We have again been engaged during the past year in prosecuting inquiries with regard to various sites in the County of London, with a view to the acquisition under part III. of the Housing of the Working Classes Act, 1890, of sites suitable for the erection of working-class dwellings. Besides having before us reports as to the suitability of sites offered to the Council by land agents and others, we have instructed the valuer to make preliminary investigations in regard to land unbuilt on in the suburbs which would eventually be placed in touch with the central parts of the metropolis by means of new tramway and light railway lines. On the passing of the Housing of the Working Classes Act, 1900, we also gave instructions for suitable sites outside the county to be at once brought to our notice. A large number of sites has been reported upon, and though we have been unable to see our way to recommend the acquisition of further sites, it will be seen from the following paragraphs that considerable progress has been made in the development of the estates already acquired.

Particulars of estates acquired.

The extent of the Council's operations under part III. of the Housing of the Working Classes Act, 1890, as extended by the Act of 1900, together with the present position of the development of each estate, will be seen from the following table—

Estate.	Approximate acreage.	No. of persons already provided for.	No. of persons for whom accommoda- tion is in course of erection.	No. of persons to be provided for.	Total.	Total esti- mated cost of land and buildings.
1. Dufferin-street dwellings, St. Luke	—	174	—	—	174	£ 6,615
2. Holmwood - buildings, Southwark - street	—	72	—	—	72	5,228
3. Millbank estate—Mulready - build- ings	—	230	—	—	230	12,122
4. Green-street and Gun-street dwell- ings—Albury, Clandon, Merrow and Ripley buildings	$\frac{1}{2}$	420	—	—	420	28,795
5. Totterdown - fields, Tooting — Cottages	$38\frac{1}{2}$	1,792	3,129	3,379	8,300	400,238
6. Norbury, Surrey, estate—Cottages	31	—	—	5,800	5,800	283,000
7. Wedmore-street, Upper Holloway— Wessex-buildings	$1\frac{1}{4}$	—	710	340	1,050	62,000
8. White Hart-lane, Wood-green— Cottages	225	—	1,006	41,494	42,500	1,972,602
9. Hughes-fields, Deptford—Benbow and Raleigh buildings	$\frac{3}{4}$	—	440	—	440	18,661
10. Brixton - hill, Lambeth—Briscoe - buildings	1	—	—	718	718	37,500
11. Caledonian estate, Holloway — Burns, Bruce, Knox, Scott and Wallace buildings	2	—	—	1,384	1,384	83,000
12. Old Oak-common-lane, Hammer- smith—Cottages	50	—	—	9,200	9,200	390,000
Totals	350	2,688	5,285	62,315	70,288	3,297,066

*Millbank estate.**(Westminster.)*

From previous paragraphs of the report it will have been seen that the allocation of dwellings on the Millbank estate to rehousing purposes has been rearranged in the course of the year, and that the only block of dwellings on the estate which remains unappropriated under part III. of the Housing of the Working Classes Act, 1890, is Mulready-buildings. This block is situated towards the northern end of the estate, and provides accommodation for 230 persons in 20 tenements of two rooms and 25 tenements of three rooms. The buildings were completed and opened in December, 1901.

*Totterdown-fields estate, Tooting.**(Wandsworth.)*

The Totterdown-fields-estate, the purchase of which was completed in July, 1900, for the sum of £44,238, has for the purposes of development been divided into three sections, of which section A contains about 9 acres, section B about 14 acres, and section C about 15 acres.

Section A.—The construction of the sewers and roads with temporary surfaces was completed in March, 1903, at a cost of £6,461 10s., and the erection of 260 cottages was completed between June and November, 1903. The contract with Messrs. C. B. Roberts and Co. provided for the erection of 276 cottages on this section of the estate at a cost of about £69,000, but it was subsequently found necessary to omit three rows of cottages, one in consequence of the contractors having been allowed to provide workshops and mills for the manufacture of joinery on the estate, one in consequence of delay in obtaining the extinction of a right of way, and the third on account of the site being reserved for the erection of administrative buildings. In substitution for this work the Council decided, on 28th July, 1903, to allow the contractors to build 20 first-class cottages on section B of the estate. The work of paving the footways is being carried out by Mr. F. J. Coxhead, at an estimated cost of £1,363 13s. 6d.

As regards the lighting of the cottages, we were unable to arrange satisfactory terms with the local gas company, and provision was therefore made for the laying on of gas for cooking purposes only. Negotiations with the County of London and Brush Provincial Electric Lighting Company resulted in the company undertaking to provide and maintain the necessary wiring and fittings for the cottages, and to supply the current on the automatic prepayment system at the rate of 1d. for six hours' eight candle-power light.

Section B.—The roads and sewers on this section of the estate were completed by the end of April, 1903, and steps were at once taken to commence the erection of the cottages. The plans of the proposed development showed that 414 cottages could be provided in addition to the 20 cottages which had been entrusted to Messrs. Roberts and Co. as supplemental to their contract for section A, and as Messrs. Roberts and Co. had their workshops and mills already on the estate, it was considered that the work could be more expeditiously and economically carried out by them. Messrs. Roberts and Co. were accordingly asked at what reduction in the prices in the schedule to their contract they would be prepared to undertake the erection of the cottages, and their offer to allow an all-round reduction of 1½ per cent. on such prices was accepted by the Council on 28th July, 1903. The first 20 cottages have been nearly completed, but the progress made with the remainder has been very little. A receiving order was made against Messrs. Roberts and Co. on 17th March, 1904, and the Council, on 29th March, 1904, decided to determine both contracts. We hope to be able at an early date to make arrangements for the completion of the work included in the two contracts.

*White Hart-lane estate.**(Wood-green and Tottenham.)*

The purchase of the White Hart-lane estate, Wood-green, was decided upon by the Council on 2nd April, 1901, and the purchase was completed on 12th November, 1901. It will be remembered that the estate consists of two parts, the northern of which, consisting of about 47 acres, is not yet ripe for development, and the southern of which, lying between White Hart-lane and Lordship-lane and consisting of about 178 acres, it is proposed to develop at once. Negotiations with the owners of adjoining property have taken place with a view to the rectification of the boundary in several places, and arrangements have been made with the Middlesex County Council for strips of land to be utilised for the widening of Lordship-lane. It is a matter of regret, that the development of the estate has not proceeded as rapidly as could be desired, but the difficulties which have been raised in connection with the provision of a separate system of drainage for surface water have involved great delay. We hope, however, that satisfactory arrangements will be made in this direction at an early date.

Section A.—This section, which the Council has been able to develop, comprises about five acres of the south-western portion of the estate, and the sewers and roads with temporary surfaces were completed in September, 1903, at a cost of about £3,364. The surface water is taken into the Moselle brook at the east end of the estate through the new sewer in Lordship-lane. On 30th June, 1903, the Council accepted the tender of Mr. H. Lovatt, amounting to £35,519 15s., for the erection of 141 cottages on this section, and it is anticipated that they will be ready for occupation by the end of the ensuing summer. Arrangements have been made with the Tottenham and Edmonton Gas Light and Coke Company for the supply of gas to the cottages on the automatic prepayment system at the rate of 1d. for not less than 23 cubic feet, the cost of installation being borne by the company.

Section B.—On 1st March, 1904, the tender of Mr. F. J. Coxhead, amounting to £6,464, was accepted for the construction of roads with temporary surfaces and sewers on this section, which adjoins section A in its eastern side, and comprises an area of about 15½ acres.

Sir Samuel Montagu's gift.—It will be remembered that in 1899 Sir Samuel Montagu offered to the Council upon certain conditions a tract of land of about 25 acres at Edmonton for the purpose of the erection of cottages for persons of the working class. At that time the Council was unable to entertain the offer owing to lack of power under part III. of the Housing of the Working Classes Act, 1890, to acquire land outside the county. Subsequently, by the Act of 1900, this power was conferred on the Council and Sir Samuel's offer was again considered. Considerable difficulty was experienced in providing for the development of the land offered by Sir Samuel, and eventually he offered to give a sum of £10,000, to be allocated by the Council, to the development of some estate either to be purchased or already in the Council's possession. After some negotiations, the Council on 28th July, 1903, accepted Sir Samuel's generous offer and approved a scheme for the allocation of the gift to a portion of the White Hart-lane estate. Briefly, the scheme provides for the payment by Sir Samuel of a sum of £10,000 to be applied by the Council for all or any of the following purposes—(1) the erection of "lodging-houses" as defined in part III. of the Housing of the Working Classes Act, 1890, in about 25 acres of the *eastern* portion of the White Hart-lane estate; (2) the provision of gardens, trees and other amenities in connection with the lodging-houses; and (3) the maintenance of the houses, gardens and trees. The scheme also provides that the 25 acres shall be called Tower-gardens, or by some other name to be approved by Sir Samuel, and that all the houses shall be offered in the first instance, and from time to time as vacancies occur to residents of three years' standing and upwards in the Whitechapel division of the Tower-hamlets without distinction of race or creed.

Plans showing the development of this part of the estate in the manner provided in the scheme were being prepared, but the unavoidable delay which has occurred in settling the drainage question has prevented rapid progress being made.

Norbury estate.

(Croydon.)

The Norbury estate, Croydon, was acquired by the Council in February, 1901, and the brickmaking plant which had been used by the vendor on the estate was purchased at the same time with a view to the brick earth, which forms a rising ground and requires levelling in connection with the development of the estate, being utilised in the manufacture of bricks for use in the erection of the cottages thereon. Tenders were subsequently invited for making bricks on the estate, but as those received were not sufficiently favourable for the Council to accept arrangements were made for the work to be conducted through the employment of direct labour, and this course has been continued during the past year. Negotiations for the modification of boundaries of the estate have resulted in satisfactory arrangements being made with the owners of adjoining estates.

Section A.—This section comprises about 8 acres, and the sewers and roads, with temporary surfaces, were completed in September, 1903, at a cost of £5,300. While this work was proceeding the working drawings of the cottages were prepared and tenders invited for their erection. On 28th July, 1903, the Council accepted the tender of the Haslemere Builders, Limited, amounting to £37,000, for building 146 cottages, but, unfortunately, no progress has been made with the building operations on account of the difficulties raised by the Croydon Borough Council as regards party walls and method of drainage. We have therefore been obliged to reconsider the original plans, and we hope to be able to arrange for the erection of cottages of somewhat different types at an early date. The cottages were designed to accommodate 1,142 persons.

Section B.—The construction of roads with temporary surfaces and sewers in the second section, which comprises about 11 acres was entrusted to the Works Committee, and the work, which is estimated to cost £5,770, is in progress.

Section C.—This section is the one on which brickmaking operations are carried on.

Wedmore-street site, Upper Holloway.

(Islington.)

The purchase of the Wedmore-street site was completed in May, 1901, and arrangements have been made for the erection thereon of three blocks of dwellings to be known as Wessex-buildings. Working drawings of two blocks were completed in March, 1903, and the work of erecting them was undertaken by the Works department on 26th May, the estimate of the cost being £31,100. Accommodation will be provided therein for 710 persons in 50 tenements of three rooms, 100 tenements of two rooms, and 5 tenements of one room.

Progress with the third or back block of dwellings, which will accommodate 340 persons, has been somewhat delayed owing to the difficulty experienced in obtaining actual possession of the site, but this has now been overcome. The working drawings have been prepared and the building will be commenced very shortly.

Brixton-hill site.

(Lambeth.)

This site, which is situated near The Avenue, Brixton-hill, and has a frontage of 240 feet to Brixton-hill with a depth of about 190 feet, was purchased by the Council in February, 1903, for the sum of £7,000, and working drawings are being prepared of three blocks of five-storey dwellings which can be erected thereon. The dwellings, which will be named Briscoe-buildings, will, it is anticipated, accommodate 718 persons.

Caledonian estate.

(Islington.)

The Caledonian estate consists of the site of the Royal Caledonian Asylum, and is situated on the east side of the Caledonian-road, Islington, immediately north of the Pentonville Prison. The Council decided to purchase the site on 29th January, 1901, and the working drawings of five

blocks of dwellings which it is proposed to erect thereon are almost completed. Accommodation for 1,384 persons will be provided in 6 one-room tenements, 116 two-room tenements, 146 three-room tenements, and 4 four-room tenements. The dwellings will be known as Burns, Bruce, Knox, Scott and Wallace buildings.

Hughes-fields surplus lands.
(Deptford.)

Two of the plots of surplus land acquired under the Hughes-fields, Deptford, scheme have been appropriated by the Council for the purpose of erecting dwellings for persons of the working class under part III. of the Housing of the Working Classes Act, 1890, and a contract has been entered into with Messrs. Martin, Wells and Co., Limited, for the erection of two blocks of dwellings which will accommodate 440 persons, the amount of their reduced tender for these blocks and a third block on an adjoining site being £23,119. The value of the site has been fixed at £1,000, and the dwellings will be known as Benbow and Raleigh buildings.

Old Oak-common-lane estate.
(Hammersmith.)

On 25th March, 1902, the Council decided to acquire for housing purposes an area of about 50 acres of land at Old Oak-common-lane, Hammersmith, which belonged to the Ecclesiastical Commissioners, but the purchase has not yet been completed. Negotiations for the settlement of outstanding questions relating to the widening and extension of Ducane-road, which leads to the estate from Wood-lane, are, however, in progress, and we hope to be able to take steps for the development of the estate very shortly.

Green-street and Gun-street dwellings.
(Southwark.)

The areas cleared by the vestry of St. George-the-Martyr, Southwark, under the Green-street and Gun-street schemes were purchased by the Council for the sum of £3,860. This purchase was effected in July, 1895, under the powers of part III. of the Act of 1890, and permission to modify the schemes so as to enable this to be done was obtained from the Local Government Board, which is the confirming authority for schemes undertaken under part II. of the Act. The schemes required that accommodation should be provided for a total of 216 persons, but accommodation was actually completed in June and August, 1897, for 420 persons in four blocks of dwellings, which were named Albury, Clandon, Ripley and Merrow buildings.

(D.) SCHEMES BEING CARRIED INTO EFFECT BY METROPOLITAN BOROUGH COUNCILS UNDER PART II. OF THE HOUSING OF THE WORKING CLASSES ACT, 1890, WITH THE AID OF A CONTRIBUTION BY THE COUNCIL.

Under part II. of the Housing of the Working Classes Act, 1890, metropolitan borough councils are empowered to undertake schemes for the clearance of small insanitary areas either independently of, or in conjunction with, the Council. As a matter of fact all schemes undertaken by the metropolitan borough councils have been entered upon in co-operation with the Council. Under these schemes, which are 12 in number, the Council contributes a proportion, one-half or one-third, of the net cost of the acquisition of property and the necessary works in connection with the relaying out of the area apart from the erection of dwellings. It also retains general supervision over the carrying out of the scheme and a power of approving the plans of any dwellings that may have to be erected. Particulars of the 12 schemes that have been undertaken are contained in one of the appended tables (table iv.), three of the schemes have been entirely completed and the remainder are in various stages of progress. During the past year action has been taken by the Council in regard to the undermentioned schemes.

Brantome-place and Prospect-terrace schemes.
(St. Pancras.)

The Brantome-place and Prospect-terrace schemes, St. Pancras, were framed in 1896 by the then Vestry of St. Pancras, under part II. of the Housing of the Working Classes Act, 1890, to deal with portions of the Somers'-town area, which was in 1893 the subject of arbitration and award by the Secretary of State. It was not, however, until 7th December, 1901, that the Local Government Board issued an order sanctioning the schemes subject to certain conditions and modifications.

Considerable difficulty has since been experienced in obtaining the confirmation of the sanctioning order. This order requires the borough council to provide dwellings on a site in Great College-street, away from the areas dealt with under the schemes, and a block of buildings, named Goldington-buildings, for the accommodation of 322 persons are in course of erection on the site. According to the opinion of eminent counsel the Local Government Board has power to make such a requirement under part II. of the Act (section 40), but the borough council has only power to carry it out under part III. thereof. Further, a petition against the confirmation of the order was presented by the Skinners' Company who are the owners of property included in the Brantome-place area, and the combination of these two difficulties has resulted in delaying the carrying out of the scheme. During the past year, however, these difficulties have been removed and plans showing a slightly different position for the block of dwellings to be erected on the Brantome-place area were approved by the Council on 2nd February, 1904. The petition of the Skinners' Company was subsequently withdrawn, and on 15th February, 1904, the Local Government Board issued an order confirming the order sanctioning the schemes.

Queen Catherine-court scheme, Limehouse.
(Stepney.)

The Queen Catherine-court scheme, Limehouse, has been carried into effect by the Council of the Metropolitan Borough of Stepney. The scheme as sanctioned and confirmed provides for the displacement of 133 persons and for the provision of rehousing accommodation for 108 persons. The order of the Local Government Board which sanctioned the scheme provided that if the necessary dwellings for the working classes were not built within one year from the time when the area was cleared the local authority should itself undertake the erection of the dwellings. The land was cleared in September, 1898, but on the application of the local authority the time limit just referred to was extended by the Local Government Board to September, 1900. It appeared that even in this extended time the local authority had not been able to secure the erection of the necessary dwellings, and it therefore fell upon the Stepney Borough Council itself to undertake the work. Plans showing one block of five-storey balcony dwellings providing accommodation for 128 persons in 11 tenements of two rooms and 14 tenements of three rooms were approved by the Council on 3rd December, 1901, a contract for the erection of the building was sealed by the borough council on 16th April, 1902, and the dwellings were opened for occupation in May, 1903. The cost of carrying the scheme into effect has been ascertained to be £5,574 5s. 5d., and one-half of this sum has been paid by the Council, the payment of the last instalment of £287 2s. 8d. having been sanctioned on 23rd June, 1903, after the completion of the buildings.

Fulford-street and Braddon-street scheme, Rotherhithe.
(Bermondsey.)

The Fulford-street and Braddon-street scheme, which was undertaken by the late vestry of Rotherhithe, is now being carried into effect by the Metropolitan Borough Council of Bermondsey, and the Council has undertaken to contribute one-half of the net cost of the scheme, such contribution not to exceed £14,560. The original scheme provided that 550 persons of the working class should be rehoused on the area, in lieu of the 736 displaced; that the clearance of the area should proceed in sections; and that accommodation for 275 persons should be provided on one-half of the area before the houses on the remaining half were demolished. One half of the area was cleared in 1901, and plans of dwellings containing accommodation for 890 persons were approved by the Council on 22nd February, 1899. These plans provided for the erection of block dwellings to accommodate 890 persons. In February, 1902, the borough council decided that a better plan of developing the area ought to be devised, and offered prizes in a competition for the best design for laying out and building on the area. The successful design of a building to accommodate 980 persons was submitted to us in March, 1903, and was approved by the Council in that month. Meanwhile, the borough council, being very anxious to proceed with the clearance of the whole area, sought the Council's consent to an application to the Local Government Board for a modification of the scheme so as to allow the immediate demolition of all the houses. The Council gave its consent in March, 1903, and the Local Government Board issued an order dated 27th May, 1903, permitting the modification desired. As, however, the scheme as sanctioned and confirmed by the Local Government Board did not confer power on the borough council to build dwellings for more than 550 persons, the Council on 17th November, 1903, gave its consent to the borough council applying for an order involving 980 persons to be rehoused on the cleared area in accordance with the approved plans, subject to the amount of the Council's contribution not being affected thereby. Such order was issued by the Local Government Board on 29th February, 1904. The sums which the Council has already paid towards the scheme amount to £13,500, the payment of the second instalment of £6,000 having been sanctioned on 23rd June, 1903.

King John's-court scheme.
(Stepney.)

The King John's-court scheme, Stepney, was undertaken originally by the Limehouse District Board, and is now being carried into effect by the Metropolitan Borough Council of Stepney under part II. of the Housing of the Working Classes Act, 1890. The estimated net cost of the scheme amounts to £16,300, and the Council has undertaken to contribute one-half of this, not exceeding £8,150. Two instalments, amounting in all to £5,800, have been paid on account of the Council's promised contribution. The original scheme provided that on the cleared area dwellings should be erected for the accommodation of 56 persons as against 49 displaced, and required that the plans of these dwellings should be approved by the Council. In January, 1903, the borough council submitted plans showing two blocks of three-storey dwellings to provide accommodation for 132 persons in 12 tenements of three rooms, and 15 tenements of two rooms. The plans provided for dust shoots, but, subject to the omission of these, were approved by the Council in February, 1903, but as it appeared doubtful whether the borough council had power to build dwellings for a larger number of persons than that specified (56) in the scheme, the consent of the Council was given on the 24th November, 1903, to an application being made to the Local Government Board for an order permitting the appropriation of part of the cleared area for the purposes of the part III. of the Housing of the Working Classes Act, 1890. This course appeared desirable as it would not only enable accommodation for a larger number of persons to be provided but also facilitate the retention of the dwellings in municipal ownership.

E.—WORKMEN'S TRAINS.

The general law regulating the provision of workmen's trains is contained in the Cheap Trains Act, 1883, which gives a large remission in the amount of passenger duty previously paid by railway companies. The duty on all fares not exceeding the rate of 1d. per mile is remitted altogether, and the duty is reduced from 5 per cent. to 2 per cent. on fares exceeding the rate of 1d. a mile between stations within a certified urban district, containing a population of not less than 100,000. These remissions and reductions the companies are liable to lose if they refuse to provide such a service of workmen's trains as they may be ordered to do by the Board of Trade

or the Railway Commissioners. The railway companies consequently are in this way remunerated for the obligation of having to convey workmen at less than the usual fares.

Since 1889, when the Council first made inquiries on the subject, every endeavour has been made to secure better facilities for workmen requiring to travel to and from their work, and as a result of representations made by the Council general conferences with railway companies were held by the Board of Trade in 1891 and 1893. The result of those conferences was to secure from railway companies as a whole a more general recognition of their duties under the Cheap Trains Act, 1883, and to level up the standard of facilities afforded by them to workmen, particularly in regard to the availability of return tickets. Much work has since been done by way of negotiations carried on through the statistical officer and in formal applications against railway companies under the Cheap Trains Act. The important effect of the action taken may be gathered from the fact that the number of workmen's trains and the number of miles run increased from 264 and 1,806·54 in 1890, to 469 and 3,257·29 in 1897, and 801 and 6,019·39 in 1902.

During the past year we have continued our inquiries with regard to workmen's trains on the lines of the several railway companies having termini in London, and several companies have been communicated with with a view to concessions being obtained for workmen travelling on their lines.

Midland Railway.

A large amount of information has been collected as to the need for a better service of workmen's trains and for cheaper fares for workmen on the Midland Railway. Attempts were made to induce the company to arrive at some arrangement which would obviate the necessity of an inquiry under the Cheap Trains Act, 1883, but as these were not successful the Council, upon our recommendation on 7th July, 1903, decided to make an application to the Board of Trade. The case is now pending.

London, Tilbury and Southend Railway.

Our attention having been called to the overcrowding of the workmen's trains on the London, Tilbury and Southend Railway, and to the need for an outward service of such trains in the morning, we entered into communication with the company with the result that one additional train was put on. The accommodation is still insufficient, and as there is no outward service provided at all, we advised the Council on 31st March, 1903, to make an application to the Board of Trade under the Cheap Trains Act. The Council adopted our recommendation, and the inquiry will be held shortly.

Whitechapel and Bow Railway.

The lack of sufficient accommodation, and especially of an outward service of workmen's trains on the Whitechapel and Bow Railway has also induced the Council to make an application to the Board of Trade to require the company to provide additional facilities for the workmen travelling on that line. The Council gave the necessary instructions on 19th May, 1903, and the case is pending.

South-Eastern and Chatham Railway.

A workmen's train on the South-Eastern and Railway which leaves Abbey-wood Station about 4.54 a.m. was formerly not available for workmen desirous of travelling from that station. The result of inquiries, however, showed that a large number of workmen would use the train from Abbey-wood if they were able to do so, and we are pleased to record that the Company, upon being communicated with, made arrangements as from 22nd February, 1904, whereby the station is opened in sufficient time to render the train in question available for workmen.

London, Brighton and South Coast Railway.

In the course of negotiations with the London, Brighton and South Coast Railway Company in 1900 for improvements in their services of workmen's trains the company promised that on the completion of the Council's Totterdown-fields estate, Tooting, they would reduce the workmen's fares between Balham and Victoria stations. In view of the fact that a large number of cottages on the first section of the estate were completed and occupied during the past year, we approached the company with the request that they would consider whether they could not see their way to making the promised reduction at once. Although the time had not arrived for the fulfilment of their promise, the company intimated their willingness to accede to the request, and the reduced fares were put into operation on and from 1st October, 1903.

Select Committee on workmen's trains.

On 29th April, 1903, the House of Commons decided to appoint a Select Committee "to inquire into the working and administration of the Cheap Trains Act, 1883, and to report whether any, and if so, what amendments are reasonable and necessary to improve the services of workmen's trains in the Metropolis and elsewhere, and to secure the provision of the accommodation required by workmen by all railway companies." The Parliamentary Committee, with whom we are in communication on the subject, has been instructed to place the Council's case before the Select Committee.

Workmen's trains and trams pocket-book.

At the conferences with the railway companies in 1893, and in the workmen's trains clause inserted in the various railway bills, the Council pressed that the companies should properly advertise their workmen's train services at the stations and in their time-tables. In this respect the practice of the companies greatly varies, and in many cases it is not easy for a working man to obtain information as to the workmen's train service from any particular station except by personal inquiry at that station. To remedy this, the Council, in 1903, decided to publish a pocket-book giving a time-table of the workmen's trains from and to each station in London and the neighbourhood, the fares charged by such trains, and the trains by which workmen could return; together

with a time-table of the workmen's cars on all the London tramways, and the fares by such cars. It included also some information as to the Council's dwellings, and as to the technical education classes in London—both matters of interest to working-class persons. The great demand for copies—many thousands of the three quarterly issues so far published having been sold—shows that the publication has met a need.

TABLE I.—PARTICULARS OF CONTRACTS completed during the year ended 31st March, 1904.

(i.) *Dwellings completed and opened.*

Name of estate and buildings.	Number of tenements of					Number of persons provided for.	Date of completion.	Estimated cost of buildings and plans.
	One room.	Two rooms.	Three rooms.	Four rooms.	Five rooms.			
Bourne estate—								£
Shene-buildings	—	30	—	—	—	120	Apr., 1903	5,278
Herbrand-street estate—								
Coram-buildings	—	50	—	—	—	200	Mar., 1904	} 27,559
Dickens-buildings	20	30	10	—	—	220	"	
Thackeray-buildings	—	20	30	—	—	260	"	
Norfolk-street estate—								
St. Lawrence-cottages	—	—	14	—	—	84	"	3,777
Mill-lane estate—								
Carrington-house			Cubicles for			802	Nov., 1903	51,500
Parker-street estate—								
Lodging-house		Additional cubicles for				21	Sep., 1903	4,015
Preston's-road estate—								
Ottawa-buildings	—	25	25	—	—	250	Mar., 1904	} 15,919
Baffin-buildings	—	20	5	—	—	110	"	
Russell-court estate—								
Siddons-buildings	5	10	20	5	—	210	June, 1903	} 16,892
Stirling-buildings	5	20	15	—	—	180	"	
Swan-lane estate—								
Hythe-buildings (part)	—	15	5	5	—	130	Mar., 1904	5,838
Sandwich-buildings	—	20	20	—	—	200	May, 1903	8,322
Totterdown-fields estate—								
260 cottages	—	32	219	30	11	1,792	June to Oct., 1903	71,706 (for 276 cottages)
York-road estate—								
Durham - buildings (first section)	—	28	26	—	—	268	Feb., 1904	12,160
	30	300	389	40	11	4,847		£222,966

NOTE.—Accommodation for eight persons at Wimbledon-buildings, Shelton-street estate, was destroyed through a part of the building being required by the Holborn Metropolitan Borough Council for the purposes of a street improvement, so that the *net increase* of persons for whom accommodation was provided during the year was 4,839.

(ii.) *Other works completed.*

Name of estate and nature of work.	Date of completion.	Estimated cost of work and plans.
Boundary-street estate—		£ s. d.
Hedsor-buildings—Raising of chimney-stacks	May, 1903	200 - -
Laleham-buildings—Raising of chimney-stacks	April, 1903	200 - -
Churchway, St. Pancras estate—		
Provision of estate store	Nov., 1903	109 - -
Millbank estate—		
Railings and constructional work in laying out of gardens... ..	Nov., 1903	2,850 - -
Provision of bicycle sheds, etc.	—	390 - -
Norbury estate—		
Section A—Formation of roads and sewers	Sept., 1903	6,850 - -
Office for clerk of works	Dec., 1903	143 10 -
Totterdown-fields estate—		
Erection of fencing... ..	—	201 10 -
Section B—Formation of roads and sewers	April, 1903	9,000 - -
White Hart-lane estate—		
Section A—Formation of roads and sewers	June, 1903	3,814 - -
		£23,758 - -

TABLE II.—LIST OF WORKS UNDERTAKEN during the year ended 31st March, 1904.

Date.	Name of estate and nature of work.	Contractor.	Number of persons provided for.	Contract sum.
12 May, '03	Ann-street estate, Poplar— Provision of cupboards	J. P. Jennings ...	—	£ s. d. 315 - -
7 July, '03	Bourne estate, Holborn— Redman-buildings—Erection	H. L. Holloway ...	700	30,000 - - (circa)
31 Mar., '03	Carrington House, Deptford— Spring bedsteads	S. B. Whitfield and Co.	—	779 19 -
7 April, '03	Wooden cubicle partitions	H. L. Holloway ...	—	3,700 - -
23 June, '03	Articles of furniture	Various	—	1,924 6 9
16 Feb., '04	Erection of laundry and store	Works department	—	2,750 - -
20 Oct., '03	Churchway estate, St. Pancras— Provision of a store	Mattock Brothers	—	109 - -
28 July, '03	Hughes-fields estate, Deptford— Drake, Raleigh and Benbow-buildings— Erection	Martin, Wells and Co.	660	23,119 - -
24 Nov., '03	Jerusalem-square, Hackney— Vallette-buildings—Erection	Kirk and Randall...	416	17,884 - -
30 June, '03	Leroy-street, Bermondsey— Barnaby-buildings—Erection	W. Smith and Son	400	14,787 - 7
14 July, '03	Millbank estate— Bicycle sheds and sandpit	Spencer, Santo and Co.	—	336 - -
21 July, '03	Dwarf iron border fencing	Staffordshire Bolt, Nut and Fencing Company	—	70 - -
16 Feb., '04	Shelter, potting and tool-shed	Spencer, Santo and Co.	—	295 13 -
14 July, '03	Norbury estate— Clerk of works office	C. B. Roberts and Co.	—	143 10 -
28 July, '03	Section A—Erection of 146 cottages	Haslemere Builders, Limited	1,142	37,000 - -
3 Nov., '03	Section B—Formation of roads and sewers	Works department	—	5,770 - -
1 Mar., '04	Norfolk-street and Preston's-road estates, Poplar— Provision of extra cupboard accommodation	F. and T. Thorne ...	—	710 - -
7 April, '03	St. Lawrence-cottages—Erection	F. and T. Thorne ...	84	4,657 9 4 (circa)
8 Dec., '03	Roby-street, St. Luke— Wenlake-buildings—Erection	Haslemere Builders, Limited	496	18,861 - -
28 July, '03	Ropemaker's-fields, Wapping— Brightlingsea-buildings—Erection	Works department	340	13,892 - -
14 July, '03	Totterdown-fields estate, Tooting— Cleft oak pale fence	Rowland Brothers	—	201 10 -
28 July, '03	Section B—Erection of 20 cottages	C. B. Roberts and Co.	200	7,608 10 - (circa)
28 July, '03	„ Erection of 414 cottages	C. B. Roberts and Co.	2,857	115,857 - - (circa)
2 Feb., '04	Section A—Paving of footways	F. J. Coxhead ...	—	1,363 13 6
26 May, '03	Wedmore-street, Holloway— Wessex-buildings—Erection	Works department	710	31,100 - -
30 June, '03	White Hart-lane estate, Wood-green— Section A—Erection of 141 Cottages	H. Lovatt ...	1,006	35,519 15 -
1 Dec., '03	Iron hurdle fencing	Hill and Smith ...	—	133 10 -
1 Mar., '04	Section B—Roads and sewers	F. J. Coxhead ...	—	6,464 - -
			9,011	£374,351 17 2

TABLE III.—PARTICULARS OF SCHEMES undertaken by the COUNCIL under the Housing of the Working Classes Act, 1890.

Name of scheme.	Parish.	No. displaced.	No. required to be rehoused.	Net cost.	Remarks.
Under Part I.					
<i>(a) Schemes completed.</i>					
1. London (Boundary-street, Bethnal-green) Improvement Scheme, 1890	Bethnal-green and Shoreditch	5,719	4,566 on cleared area and 144 on Goldsmith-row site	£ <i>Actual.</i> 279,840	Accommodation for 5,380 persons has been provided on the area, and for 144 on the Goldsmith-row site.
2. London (Churchway, St. Pancras) Improvement Scheme, 1895	St. Pancras ...	1,095	580	<i>Estimated.</i> 51,650	On the assumption that Lady Henry Somerset would be permitted to carry out part of the improvement the scheme was estimated to cost £39,150, but permission was refused by the Court of Chancery. Dwellings for 832 persons have been completed.
3. London (Clare-market, Strand) Improvement Scheme, 1895	St. Mary-le-Strand and St. Clement Danes	3,172	750 on cleared area, and 1,500 on Millbank estate	216,500	The re-housing provisions have been fully complied with.
<i>(b) Schemes in progress.</i>					
4. London (Garden-row, Roby-street, Baltic-street, and Honduras-street, St. Luke) Improvement Scheme, 1899	St. Luke ...	1,193	1,193	144,850	Local inquiry held by Home Office Commissioner, 29th and 30th March, 1900. Scheme confirmed by Provisional Order dated 25th May, 1900, and by Act of Parliament passed 30th July, 1900. Accommodation for 496 persons is being provided on the Roby-street site.
5. London (Webber-row, and Wellington-place and King's Bench-walk, Southwark) Improvement Scheme, 1899	St. George-the-Martyr, Southwark	997	903	152,950	Local inquiry held by Home Office Commissioner, 12th and 13th March, 1900. Scheme confirmed by Provisional Order dated 25th May, 1900, and by Act of Parliament passed 30th July, 1900. Application for extending the rehousing obligation is being considered by Home Secretary.
6. London (Aylesbury-place, Clerkenwell, and Union buildings, Holborn) Improvement Scheme, 1899	Clerkenwell and Holborn	1,402	1,400	189,800	Local inquiry held by Home Office Commissioner, 15th and 16th March, 1900. Scheme confirmed by Provisional Order dated 14th May, 1900, and by Act of Parliament passed 30th July, 1900.
7. London (Burford's-court, Tucker's-court and Favonia-street) Improvement Scheme, 1899	Poplar ...	269	269	13,300	Local inquiry held by Home Office Commissioner, 22nd March, 1900. Scheme confirmed by Provisional Order dated 14th May, 1900, and by Act of Parliament passed 30th July, 1900. Re-housing accommodation is being provided on the Preston's-road site.
8. London (Nightingale-street, St. Marylebone) Improvement Scheme, 1899	St. Marylebone	576	576	6,000	Local inquiry held by Home Office Commissioner on 6th April, 1900. Cost of scheme will be borne by Viscount Portman. Scheme confirmed by Provisional Order dated 16th June, 1900, and by Act of Parliament passed 6th August, 1900. Lord Portman is building the necessary dwellings for the accommodation of 630 persons.
9. London (Providence-place, Poplar) Improvement Scheme, 1901	Poplar ...	361	400	17,100	Local inquiry held by Home Office Commissioner on 11th April, 1902. Scheme confirmed by Provisional Order dated 15th May 1902 and by Act of Parliament passed 22nd July, 1902.
		14,784	12,281	1,071,990	
Under Part II.					
<i>Schemes completed.</i>					
10. London (Brooke's-market, Holborn) Improvement Scheme, 1891	St. Andrew, Holborn	55	60	<i>Actual.</i> 8,072	Scheme sanctioned by Local Government Board, 17th March, 1892, confirmed 4th August, 1892. Holborn District Board contributed £3,000 under order of Home Secretary.
11. London (Falcon-court, Borough) Improvement Scheme, 1895	St. George-the-Martyr, Southwark	824	None on cleared area, but accommodation for at least 500 on two sites in the neighbourhood	16,706	Scheme sanctioned by Local Government Board, 12th July, 1898; confirmed 21st November, 1898. Under order of Secretary of State, dated 12th February, 1903, the Southwark Borough Council has paid a contribution of £7,750. Accommodation has been provided for 678 persons on two sites in Borough-road and Pocock-street.

Name of scheme.	Parish.	No. displaced.	No. required to be rehoused.	Net cost.	Remarks.
12. London (Mill-lane, Deptford) Improvement Scheme, 1892	St. Paul, Deptford	715	550	£ Estimated. 18,756	Scheme sanctioned by Local Government Board, 13th July, 1893; confirmed 8th February, 1894; modified as to borrowing powers, Local Government Board Order 15th October, 1895; Council's resolution, 17th December, 1895. Greenwich District Board contributed £10,478 in October, 1900, in pursuance of an order of the Secretary of State of 10th August, 1900. This sum includes interest.
13. London (Ann-street, Poplar) Improvement Scheme, 1893	St. Leonard, Bromley	261	180	8,800	Scheme sanctioned by Local Government Board, 14th February, 1894; confirmed 28th May, 1894. Poplar District Board has contributed half net cost (£4,400) under order of Home Secretary.
		1,855	1,290	52,334	

TABLE IV.—PARTICULARS OF SCHEMES undertaken by LOCAL AUTHORITIES (with a contribution from the Council) under Part II. of the Housing of the Working Classes Act, 1890.

Name of scheme.	Parish.	No. displaced.	No. required to be rehoused.	Net cost.	Remarks.
1. London (Green-street, Southwark) Improvement Scheme, 1891	St. George-the-Martyr, Southwark	128	72	£ Actual. 2,058	Schemes sanctioned by Local Government Board 4th August, 1892; confirmed 15th May, 1893; Council contributed £670 and £899. These schemes are now complete, the vacant sites having been purchased and dwellings for 420 persons erected by the Council under Part III. of the Act.
2. London (Gnn-street, Southwark) Improvement Scheme, 1891	St. George-the-Martyr, Southwark	246	144	2,747	
3. London (Norfolk-square, Islington) Improvement Scheme, 1892	St. Mary, Islington	214	None	6,748	Scheme sanctioned by Local Government Board 19th September, 1893; confirmed 26th February, 1894; modified by 23rd March, 1904, the whole area to be maintained as an open space. Council contributes half net cost.
4. London (Moir-place and Plumber's-place, Shoreditch) Improvement Scheme, 1893	St. Leonard, Shoreditch	533	400	37,389	Scheme sanctioned by Local Government Board 2nd April, 1894; confirmed 10th October, 1894; modified as to borrowing powers, Local Government Board Order 24th March, 1896. Council contributed £27,500 in instalments. First instalment of £10,000 paid 17th March, 1896; second instalment of £10,000 paid 12th October, 1897; final instalment of £7,500 paid 23rd January, 1900.
5. London (London-terrace, St. George-in-the-East) Improvement Scheme, 1893	St. George-in-the-East	100	None	3,306	Scheme sanctioned by Local Government Board 9th May, 1894; confirmed 10th February, 1895. Council contributes half net cost in instalments; first instalment of £1,000 paid 8th February, 1898.
6. London (Queen Catherine-court, Ratcliff) Improvement Scheme, 1893	Hamlet of Ratcliff	133	108	5,574	Scheme sanctioned by Local Government Board 13th October, 1893; confirmed by Local Government Board's Provisional Orders Confirmation (Housing of the Working Classes) Act, 1895. Council contributed half net cost. First instalment of £1,500 paid 20th October, 1896; second instalment of £500 paid 8th February, 1898, third instalment of £500 paid 8th July, 1902. Final payment of £287 2s. 8d. made 23rd June, 1903. Scheme completed.
7. London (King John's-court, Limehouse) Improvement Scheme, 1897	Limehouse	49	56	Estimated. 16,300	Council will contribute half net cost not exceeding £8,150. Local inquiry held 12th November, 1897. Scheme sanctioned by Local Government Board, 16th December, 1898; confirmed 20th December, 1899; modified so as to enable borough council to build for 132 persons 30th December, 1903. First instalment (£4,000) paid 22nd May, 1900; second instalment (£1,800) paid 16th October, 1900.

Name of scheme.	Parish.	No. displaced.	No. required to be re-housed.	Net cost.	Remarks.
8. London(Fulford-street and Braddon-street, Rotherhithe) Improvement Scheme, 1897	Rotherhithe	736	980	£ Estimated. 29,120	Council will contribute half net cost not exceeding £14,560; local inquiry held 6th July, 1897; scheme sanctioned by Local Government Board 5th December, 1899; confirmed 1st June, 1900; modified on 29th February, 1904, so as to increase re-housing obligation from 550 to 980. First instalment (£7,500) paid 23rd October, 1900; second instalment of £6,000 paid 23rd June, 1903.
9. London (Brantome-place, St. Pancras) Improvement Scheme, 1896	St. Pancras	719	896	16,940	
10. London (Prospect-terrace, St. Pancras) Improvement Scheme, 1896	St. Pancras	581		11,273	Council will contribute half net cost. Local inquiry held 10th and 16th March, 1897. Scheme sanctioned by Local Government Board 7th December, 1901; confirmed 15th February, 1904. 430 persons to be re-housed on Brantome-place area, 144 on Prospect-terrace area and 322 on Great College-street site (Goldington-buildings).
11. London(Chapel-grove, St. Pancras) Improvement Scheme, 1898	St. Pancras	501	340	27,030	
12. London(Eastnor-place, St. Pancras), Improvement Scheme, 1898	St. Pancras	189	108	3,969	Council will contribute one-third net cost. Schemes not yet approved.
		4,129	3,104	162,454	

TABLE V.—GENERAL SUMMARY of the work of the Committee up to 31st March, 1904.

	Number of Persons Displaced or to be Displaced from Insanitary Areas.	Number of Tenements of						Total Number of Tenements.	Total Number of Persons provided or to be provided for.	Estimated Value of Land for Housing Purposes and Cost of Buildings.			Estimated Cost of Clearance.
		One Room.	Two Rooms.	Three Rooms.	Four Rooms.	Five Rooms.	Six Rooms.			£	s.	d.	
Buildings already completed and occupied.	—	137	2,444	1,831	257	19	3	4,691	24,465	1,484,000	—	—	—
Buildings in course of erection.	—	26	526	882	184	154	—	1,772	10,255	545,448	—	—	—
Buildings for which working drawings are being prepared.	—	21	467	683	183	28	—	1,382	8,453	504,859	—	—	—
Insanitary areas already dealt with.	12,021	—	—	—	—	—	—	—	13,657*	—	—	—	619,536
Insanitary areas now being dealt with.	4,798	—	—	—	—	—	—	—	5,102*	—	—	—	524,000
Totals ...	16,819	184	3,437	3,406	624	201	3	7,845	43,173	2,534,307	—	—	1,143,536
Buildings for which plans are in course of preparation.	—	—	—	—	—	—	—	—	53,262	2,484,380	—	—	—
Grand totals ...									96,435	5,018,687	—	—	1,143,536

* These are included in other divisions of this summary, and are therefore not included in the total.

CARRINGTON,
Chairman.

REPORT OF THE IMPROVEMENTS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—William Davies.

Vice-Chairman—R. W. Granville-Smith.

Cleland, J. W.	Lawson, Peter	Sharp, Lewen
Collins, Sir William	Lewis, John	Swinton, Capt. G. S. C.
Goodman, W.	Longstaff, G. B.	Tweedmouth, Lord
Hemphill, Capt. F.	Probyn, Lt.-Col. C.	Williams, Howell J.
Horniman, E. J.		

The Committee are charged with the consideration of all questions relating to street improvements in the County of London and the carrying out of all street improvements authorised by Parliament. The Council has also referred to the Committee all matters relating to obstructions in streets under the London Streets (Removal of Gates) Acts, 1890 and 1893.

MEETINGS.

During the year ended 31st March, 1904, there were 36 meetings of the Committee. There were also 3 meetings of a joint sub-committee of the Finance and Improvements Committees on the question of policy in connection with improvements.

CAPITAL EXPENDITURE.

The total net capital expenditure sanctioned by the Council during the year in respect of street improvements was £759,705 1s.

The estimated net cost of all the county improvements now being carried out by the Council is £5,329,639. This sum is subject to deduction on account of receipts from the levying of an improvement rate or charge upon properties improved in value by particular improvements, but it is not practicable at the present time to estimate the amount which will be obtained by this species of recoupment. The gross capital outlay in respect of these improvements, without deducting recoupment to be obtained by disposal of surplus lands, is estimated at £11,107,543.

The Council is seeking powers in the present session of Parliament to carry out additional county improvements at an estimated cost of £326,550 net, and £332,000 gross.

The contributions promised by the Council during the year ended 31st March, 1904, towards the cost of local improvements amount to £28,295 1s.

PROPOSED IMPROVEMENTS INVOLVING SPECIAL PARLIAMENTARY POWERS.

The improvements in respect of which the Council has decided to seek statutory powers in the session of 1904, and has proceeded with the application to Parliament, are eight in number, and are as follows—

Improvements in connection with tramway proposals.

(1) Malpas-road, Brockley-road, Brockley-rise, Stanstead-road and Park-road; (2) Lordship-lane; (3) Lewisham High-road, Loampit-hill, Loampit-vale, and Lee High-road; (4) South-street, Lewisham-road, High-street, and Rushey-green (Lewisham portion); (5) Basildon-road, McLeod-road and Knee-hill.

General county improvements.

(6) Piccadilly between Arlington-street and the Green-park, and (7) Nine Elms-lane.

Local improvement.

(8) Well-hall-road.

Improvements in connection with tramway proposals.

The Highways Committee informed the Improvements Committee of their intention to submit to the Council some important proposals for the construction of tramways.

The schemes proposed by the Highways Committee involved the acquisition of property and the widening of portions of the thoroughfares along which the tramways would pass. The Improvements Committee accordingly took the several proposals into consideration, with a view to advising the Council on the question of the street improvements involved.

Much of the property to be acquired consisted of portions of gardens and forecourts, and it would therefore be necessary to ask Parliament, as had been done with success in several past years, to grant the Council exemption from the operation of the 92nd section of the Lands Clauses Consolidation Act, 1845, which provided that where the promoters of a public undertaking, acting under statute, required to take a part of a house, building or manufactory, the owner should have the right of calling upon them to take the whole. The cost of acquiring the whole instead of merely a portion of the property in certain cases would have been prohibitive.

The Committee considered the extent to which the improvements were demanded by general through traffic, by tramway traffic, or by local traffic, in order to decide in what proportions the cost of

the street improvements should be borne by the local authority, the tramways account or the account of the improvement; with the result that in each of the following schemes the local authority was to contribute one-third of the net cost, one-third of the net cost was to be charged to the tramways account, and one-third to the account of the improvement.

It was represented to the Committee that postponement of the several schemes would be attended by grave inconvenience, and that as a result of the delay the cost would be considerably more than at the present time.

The Committee were advised that, having regard to the nature and extent of the improvements in question, it was not desirable to apply to Parliament for powers to levy an improvement charge upon owners of property benefited; nor was it considered that the improvements were of such a character as to justify the Council in incurring the very great expense of constructing subways for pipes and wires along the particular thoroughfares.

The Council on 21st July, 1903, adopted the Committee's recommendations, which were as follows—

Malpas-road, Brockley-road, Brockley-rise, Stanstead-road and Park-road (Lewisham High-road to Forest-hill tramway).

(i.) That, subject to the Councils of the Metropolitan Boroughs of Deptford and Lewisham consenting to the proposed tramway from Lewisham High-road to Forest-hill, and agreeing to contribute between them one-third of the net cost of the necessary street widenings, and subject to one-third of the net cost of the street widenings being charged to the account of the improvement, the remaining third being charged to the tramways account, which will also be charged with the whole cost of laying down and paving the tramway track, application be made to Parliament in the session of 1904 for powers to widen Malpas-road, Brockley-road, Brockley-rise, Stanstead-road and Park-road, in general accordance with the plan approved by the Improvements Committee on 20th May, 1903.

Lordship-lane (Lordship-lane to Forest-hill tramway).

(ii.) That, subject to the Councils of the Metropolitan Boroughs of Camberwell and Lewisham consenting to the proposed tramway from Lordship-lane to Forest-hill, and agreeing to contribute between them one-third of the net cost of the necessary street widenings, and subject to one-third of the net cost of the street widenings being charged to the account of the improvement, the remaining third being charged to the tramways account, which will also be charged with the whole cost of laying down and paving the tramway track, application be made to Parliament in the session of 1904, for powers to widen Lordship-lane in general accordance with the plan approved by the Improvements Committee on 20th May, 1903.

Lewisham High-road, Loampit-hill, Loampit-vale and Lee High-road (New-cross-road to Lee-green tramway).

(iii.) That, subject to the Councils of the Metropolitan Boroughs of Deptford and Lewisham consenting to the proposed tramway from New-cross-road to Lee-green, and agreeing to contribute between them one-third of the net cost of the necessary street widenings, and subject to one-third of the net cost of the street widenings being charged to the account of the improvement, the remaining third being charged to the tramways account, which will also be charged with the whole cost of laying down and paving the tramway track, application be made to Parliament in the session of 1904 for powers to widen Lewisham High-road, Loampit-hill, Loampit-vale and Lee High-road, in general accordance with the plan approved by the Improvements Committee on 20th May, 1903.

South-street, Lewisham-road, High-street and Rushey-green (Greenwich to Catford tramway).

(iv.) That, subject to the Councils of the Metropolitan Boroughs of Lewisham and Greenwich consenting to the proposed doubling of the tramway from Greenwich to Catford, and agreeing to contribute between them one-third of the net cost of the necessary street widenings, and subject to one-third of the net cost of the street widenings being charged to the account of the improvement, the remaining third being charged to the tramways account, which will also be charged with the whole cost of laying down and paving the tramway track, application be made to Parliament in the session of 1904 for powers to widen South-street, Lewisham-road, High-street and Rushey-green, in general accordance with the plan approved by the Improvements Committee on 20th May, 1903.

NOTE.—The Council on 29th March, 1904, decided to withdraw the Greenwich portion of the foregoing scheme owing to the refusal of the Greenwich Borough Council to make the necessary contribution.

Basildon-road, McLeod-road and Knee-hill (Beresford-square to the county boundary tramway).

(v.) That, subject to the Council of the Metropolitan Borough of Woolwich consenting to the proposed doubling of the existing tramway from Beresford-square to High-street, Plumstead, and to the proposed construction of new tramways from High-street, Plumstead, to the county boundary, and agreeing to contribute one-third of the net cost of the necessary street widenings, and subject to one-third of the net cost of the street widenings being charged to the account of the improvement, the remaining third being charged to the tramways account, which will also be charged with the whole cost of laying down and

paving the tramway track, application be made to Parliament in the session of 1904 for powers to widen Basildon-road, McLeod-road, and Knee-hill, in general accordance with the plan approved by the Improvements Committee on 20th May, 1903.

After the Council had arrived at these decisions, negotiations were entered into with the borough councils concerned in order to obtain their consent to the proposed tramways and contributions of one-third of the net cost of the street widenings. With one exception, satisfactory replies have been received, so that the applications to Parliament are now being proceeded with. The exception is that of the Greenwich to Catford scheme in which case the Greenwich Borough Council has declined to make the necessary contribution, and the Council has therefore decided to amend its application to Parliament by omitting the Greenwich portion of the scheme (March, 1904).

General county improvements.

Piccadilly between Arlington-street and the Green-park.

In May, 1903, an opportunity was presented for the widening of Piccadilly between the Green-park and Arlington-street owing to the proposed rebuilding of Walsingham-house and the Bath-hotel. As the result of negotiations the company owning the property agreed to surrender upon certain conditions the land needed to secure a width of 85 feet for this part of the thoroughfare. The conditions were as follows:—“(i.) The owners are to have the right to build out over the new footway “upon the first floor level and above, up to the height of the present buildings, the new buildings “being supported by a colonnade; to construct pavement lights in place of those now existing, and to “retain the existing vaults which will be under the carriageway as widened, and to continue these “vaults under the new footway; (ii.) the line of piers of the colonnade to be built to a give-and- “take line as shown on the plan submitted; and (iii.) the Council to take the necessary steps “to obtain possession of the portions of the premises at present occupied by lessees, the company “contributing a sum of £2,000 towards the cost of obtaining possession from the tenants in “question.” As far as the company’s interest in the freehold was concerned, they agreed to accept half value, but a higher price was paid for the combined leasehold and freehold interests in the particular land of which Lord Walsingham was the freeholder. It was also necessary to acquire the freehold interest in a strip of land forming part of the garden adjoining Walsingham-house, so that the widening of the thoroughfare might be continued as far as the Green-park. Upon the basis suggested the gross cost to the Council of the property needed for the improvement would be about £43,000, while the net cost of the property, after deducting the £2,000 to be contributed by the company towards the cost of compensating the tenants, would be about £41,000, which the Council was advised was a reasonable amount. The estimated cost of the necessary paving works was £2,000, thus making the total estimated gross cost of the improvement £45,000, and the net cost, after deducting the £2,000 contribution, £43,000.

The width of the carriageway varied from about 45 feet to 50 feet, and it was proposed to increase this to a width varying from about 58 feet to 63 feet; the total width of the thoroughfare, including the footways, was about 70 feet, and this will be increased to 85 feet for a length of about 300 feet by adding to the public way about 4,300 square feet of land. The following recommendation of the Committee was adopted by the Council on 26th May, 1903:—“That the estimate of £45,000 “submitted by the Finance Committee be approved, and that, subject to the Westminster City “Council agreeing to contribute a sum of £4,000 towards the cost, and sanctioning the suggested “construction of pavement lights and vaults and the retention of the existing vaults, the Improve- “ments Committee be authorised to take all necessary steps to secure the widening of Piccadilly to “85 feet between Arlington-street and the Green-park upon the terms suggested in the foregoing “report of the Committee.”

The Westminster City Council subsequently agreed to comply in every respect with the terms and conditions contained in the Council’s resolution, and negotiations were accordingly at once commenced for the acquisition of the necessary property.

The lessees of some of the properties affected accepted the terms offered them and gave vacant possession. The lessees of four of the shops at Walsingham-house, however, declined the amounts offered, and arrangements were made with the Westminster City Council for the service on the lessees in question of notices under the Act 57 Geo. III., cap. 29 (Michael Angelo Taylor’s Act). It was afterwards considered desirable that compulsory powers over the property should be obtained to supplement the city council’s powers, and the Council, on 20th October, 1903, sanctioned the necessary application to Parliament.

Having regard to the nature and locality of the works, it appeared desirable that the Westminster City Council should deal with the whole question of the vaults to be constructed in connection with the improvement, and also to undertake at the cost of the Council the necessary paving and other works. Arrangements were made with the city council for this to be done.

The Council has authorised the sealing of the agreements and all other necessary documents to complete the arrangements between the Council, Lord Walsingham and the building and vendor company, and the improvement and the application to Parliament are now being proceeded with. (March, 1904.)

Nine Elms-lane.

The Council obtained powers in the London County Council (Improvements) Act, 1900, to widen a portion of Nine Elms-lane. The section of the improvement between Wandsworth-road and the “Southampton Arms” public-house had already been completed when the Committee learned that, to enable the remaining portion of the improvement to be satisfactorily completed at reasonable cost, it would be necessary to seek parliamentary powers for the acquisition of merely a small portion of Newcastle wharf, and that exemption should be sought from the operation of the 92nd section of

the Lands Clauses Consolidation Act, 1845, as regards the piece of land required from the Gas Light and Coke Company, in order that the Council might be able to acquire a part instead of the whole of the property. The Council, on 27th October, 1903, adopted the Committee's recommendations in the matter, and the application to Parliament is now being proceeded with. (March, 1904.)

Local improvement.

Well-hall-road, Eltham, improvement, and proposed construction of a tramway from Woolwich to Eltham.

The Council in November, 1902, upon the recommendation of the Parliamentary Committee, decided to apply to Parliament, in the session of 1903, for powers to enable the Woolwich Borough Council to widen and divert Well-hall-road. The necessary powers were obtained by the London County Council (Tramways and Improvements) Act, 1903, but the borough council afterwards stated that a further diversion and alteration of the thoroughfare south of the South-Eastern Railway was advisable in order to provide a more direct means of access to Eltham High-street, and the borough council asked that application might be made to Parliament for this purpose. The modification of the line of the thoroughfare appeared to be desirable, and as the whole cost of the improvement would be borne by the borough council the Improvements Committee considered that the Council might well be advised to apply on behalf of the borough council for the necessary statutory powers. Any alteration in the direction of Well-hall-road would involve an alteration in the line of the tramway which the Council was empowered by its Act of 1902 to construct in the thoroughfare. The expense of constructing the tramway along the new route would not be greater than that of constructing the tramway in the position originally suggested, and the Highways Committee were advised that the estimated financial results of working the tramway would not be affected. It was accordingly thought desirable to apply also for statutory powers for the alteration of the tramway. The Council on 10th November, 1903, adopted the joint recommendations of the Highways and Improvements Committees, and the application to Parliament is now going forward. (March, 1904.)

Special provisions in the bill.

The Council upon the recommendation of the Improvements Committee passed the following resolutions in connection with the applications to Parliament in 1904, for powers to carry out the foregoing improvements—

Creation of new interests in property.

(i.) That, in connection with the foregoing improvements, the usual practice be adopted of inserting in the bill a clause to provide that improvements made in lands or premises after 14th July, 1903, when the schemes were made public, shall not be taken into account in assessing compensation, if such improvements be made with a view to obtaining or increasing the compensation payable by the Council.

Acquisition of land by agreement with the owners.

(ii.) That, in connection with the foregoing improvements, a clause similar to section 41 of the London County Council (General Powers) Act, 1897, be inserted in the bill to empower the Council to acquire by agreement any lands outside the limits of deviation and needed in connection with the improvements in question, such lands not to exceed five acres in extent in the case of any one improvement.

Insanitary property.

(iii.) That, if on acquiring any property needed for the foregoing improvements such property shall prove to be insanitary, compensation shall be paid according to the rules laid down in the Housing of the Working Classes Acts, and not according to the Lands Clauses Consolidation Act, 1845.

Subways.

(iv.) That a clause or clauses be inserted in the bill to provide that the London County Council (Subways) Act, 1893, shall be so extended as to apply to any subway or subways which may be constructed by the Council in connection with the foregoing improvements, and also a clause or clauses to provide that in all cases where, in connection with the foregoing improvements, pipes have to be altered in consequence of the construction of the subway or the widening of the thoroughfare, the Council shall have power to require the companies to move into the subway the pipes already existing in any of the said thoroughfares.

IMPROVEMENTS IN RESPECT OF WHICH THE APPLICATION TO PARLIAMENT WAS NOT PROCEEDED WITH.

Improvements in connection with tramway proposals.

In the following cases the Council decided, upon the recommendation of the Improvements Committee, to seek powers in the session of 1904 to carry out street improvements, but subsequently resolved not to proceed with the application to Parliament—(1) Richmond-road; (2) Edgware-road, High-road, Kilburn, and Shoot-up-hill; (3) Battersea-bridge-road; (4) Wandsworth-common, north side, and East-hill; (5) Streatham High-road; (6) Shooters-hill-road; (7) South-street, Lewisham-road, High-street and Rushey-green (Greenwich portion); and (8) Tooting High-street.

The estimated net cost of these improvements, the proposed incidence of cost, and the reasons for not proceeding with the applications to Parliament, are shown in table 2 appended to this report.

HOLBORN TO STRAND.

Northern frontage of the Strand between the two Churches.

The Committee had before them during the past year several suggestions for the amendment of the line of frontage on the northern side of the Strand between the two churches. The matter was brought to the notice of the Council by the Royal Institute of British Architects, who called attention to a letter which appeared in *The Times* on 4th May, 1903, from Mr. Hamo Thornycroft, R.A., suggesting a considerable amendment of the Council's line for the northern frontage of the Strand between the two churches, with a view (a) to bringing the church of St. Mary-le-Strand into alignment with the centre of the thoroughfare, (b) to making the direction of the thoroughfare aim at the front of the church of St. Clement Danes and not at one corner of it, and (c) to securing for the future a good view of the Courts of Justice to all approaching that building from the Strand on the west. The Royal Institute suggested a modification of Mr. Thornycroft's proposal, which, it claimed, would secure the advantages of the scheme at considerably less cost. The Royal Academy of Arts also asked that the fullest consideration should be given to Mr. Thornycroft's proposal, and a memorial was received from the Further Strand Improvement Committee, forwarding a plan showing an amended line suggested by that committee, the line being somewhat similar to the one originally proposed by Mr. Thornycroft. The Council's superintending architect also submitted a plan to the Committee showing a line of widening which would be less expensive than any of the three other proposals. The details of the various schemes and the estimated cost of giving effect to each were as follows—

Suggested modified line of frontage.	Average width suggested for the Strand.	Value of land surrendered to public way.	Estimated cost of altering vaults, paving, etc.	Total cost of adopting suggested alteration of frontage.	Cost of erecting buildings on land given up.	Rental value per annum.	Loss in rates per annum.		
							To Westminster at 5s. 3½d. in the £.	To the Council at 1s. 4½d. in the £.	Total.
	feet.	£	£	£	£	£	£	£	£
(a) Mr. Thornycroft's first plan ...	150	350,000	10,000	360,000	85,000	16,750	4,414	1,169	5,583
(b) Further Strand Improvement Committee's scheme	155	239,400	10,000	249,400	82,800	12,690	3,344	886	4,230
(c) Royal Institute of British Architects' plan	120	70,000	4,000	74,000	16,475	3,295	868	229	1,097
(d) Council's Superintending Architect's plan	115	59,000	4,000	63,000	14,690	2,890	761	201	962

Members of the Council had an opportunity of studying the question on the site, because arrangements were made for the erection of poles and boards upon the vacant land on the northern side of the Strand between the two churches, the boards being painted in different colours to show the several modifications. The Committee also invited representatives of the Royal Institute, and Mr. Thornycroft, to meet them on the site in order that the various proposals might be fully considered. Mr. Thornycroft at the interview expressed himself as being generally in accord with the proposal made by the Royal Institute. After a careful review of all the facts the Committee arrived at the conclusion that the width already provided by the Council for the Strand as widened, namely, a minimum of 100 feet, was in every respect ample for the present and prospective traffic in the thoroughfare, particularly as, when Aldwych and Kingsway are completed, much of the traffic passing to and from the new street and the southern, eastern and western parts of London will not use the portion of the Strand between Wellington-street and the Law Courts; that part of the thoroughfare will accordingly be used almost entirely by the traffic passing from Fleet-street westwards and from the western portion of the Strand eastwards to Fleet-street. Fleet-street is being widened by the City Corporation to 60 feet, and the Council is contributing part of the cost. The portion of the Strand opposite the Hotel Cecil has been widened, at the cost of the Council, to 80 feet, and the same width has been adopted for the improvement at the portion of the Strand east of the Hotel Cecil and opposite Beaufort-buildings, now being undertaken by the Westminster City Council, with a contribution from the Council. It will be apparent, therefore, that, while the portion of the Strand between Wellington-street and the Law Courts will presently be relieved of a large amount of traffic which at present passes along it, the Council is providing a width of street far in excess of that which has been adopted for other portions of the same line of thoroughfare.

The Committee stated that they were not convinced that by throwing open to view various portions of the Law Courts buildings the architectural effect in the Strand would be considerably enhanced; but whether this would be so or not, the Committee felt that the Council would not be justified in incurring so large an expenditure as would be involved in securing a doubtful enhancement of the architectural view in the Strand. Having regard to the great width already provided (100 feet), it will be possible to secure under the Council's scheme an imposing effect for the buildings to be erected on the northern side of the Strand. The Council, on 20th October, 1903, concurred in the Committee's recommendations, as follows—“(a) That no alteration be made in the present northern line of frontage in the Strand between Wellington-street and the Law Courts, “as in the opinion of the Council not one of the proposals made offers sufficient advantage to justify “the Council in incurring the great expense which would be involved in increasing the already “adequate width (100 feet) of the portion of the thoroughfare in question; (b) that a copy of the “foregoing report, and the Council's resolution thereon, be communicated to the Royal Institute “of British Architects, to Mr. Hamo Thornycroft, and to the Further Strand Improvement “Committee.”

Architectural features.

By an agreement between the Council and the Duke of Bedford, scheduled to the London County Council (Improvements) Act, 1899, it is provided that with a view to maintaining a harmonious character in the elevation of all buildings which shall be erected fronting on Aldwych, the elevations of any buildings to be erected on the site on the northern side of Aldwych, between Drury-lane and Catherine-street, to be conveyed to the Duke of Bedford, shall be previously submitted to the Council for its approval, but that such approval shall not be unreasonably withheld. In accordance with this agreement plans were submitted of the proposed elevation of a block of buildings, consisting of the Waldorf-hotel, with a theatre at either side, to be erected in Aldwych, between Catherine-street and Drury-lane. Messrs. Mackenzie and Son, the architects for the Waldorf-hotel, and Mr. W. G. R. Sprague, the architect for the two theatres, readily accepted various suggestions which were made in order to secure greater harmony in the general treatment, and the design as amended was approved by the Council on 3rd November, 1903.

Vaults.

Mr. G. Monro and Messrs. Boobbyer, whose claims in connection with the improvement were settled on a reinstatement basis, asked to be allowed to construct vaults under the footway in front of the sites in Kean-street and Drury-lane to be leased to them by the Council. The Council, under the London County Council (Improvements) Act, 1899, has full control in the matter, and accordingly, on 2nd February, 1904, approved the construction of vaults projecting 6 ft. 2 in. under the footway at the sites in question.

Trees.

Careful consideration was given during the past year to the question of the most suitable kind of trees for planting in Kingsway, Aldwych, and the widened portion of the Strand. After consulting the Parks and Open Spaces Committee on the subject, and also the Westminster City Council, upon whom the maintenance of the thoroughfare and the trees therein will eventually devolve, it was decided that in the widened Strand, where some plane trees have already been planted, only plane trees shall be used; that plane trees and acacias shall be planted alternately in Aldwych, and that plane trees and ailantus trees shall be planted alternately in Kingsway. It has been arranged with the Westminster City Council that the trees shall be in the Council's charge until their growth is assured, that is to say for a period not exceeding three years after the streets have been handed over to the City Council.

It is proposed that about 250 trees in all shall be planted, at an estimated cost of £937 10s. This sum includes the cost of excavating and removing the soil, providing maiden soil and iron tree guards, and purchasing, planting and staking the trees. The whole of the £937 10s. will not be expended immediately, but the planting operations will be spread over the present and the two or more succeeding seasons. The expenditure sanctioned by the Council for this purpose during the present year amounts to £375.

STRAND.

Arrangements have already been made for the widening of the Strand to 80 feet by the setting back of the frontage on the southern side of the thoroughfare at the Hotel Cecil and at and near Beaufort-buildings. In connection with the question of the provision of additional office accommodation, the attention of the Council was called to the front portion of the premises of Messrs. Coutts, bankers, Nos. 56 to 60 (inclusive), Strand, i.e., on the southern side. Messrs. Coutts are building new premises in the Strand, on the site of the Lowther-arcade, and they expect to remove from their present premises about Michaelmas next. These premises are held on lease for about 11 years unexpired at a rent of £3,000 per annum. The Council on 9th February, 1904, upon the joint recommendation of the Establishment and Improvements Committees, sanctioned expenditure of £8,300 for the acquisition of Messrs. Coutts's interest in the property. The acquisition of the premises will afford the opportunity of controlling the property until the expiration of the lease, viz., 11 years, and thus prevent the creation of any fresh interests or the erection of costly buildings. The Council will also be in a position to proceed, within the period named, with the widening of the thoroughfare, should it be considered desirable to do so, though at the same time it will not be committed to it, if, for any reason, it should be decided to be unnecessary.

PICCADILLY BETWEEN SACKVILLE-STREET AND PICCADILLY-CIRCUS.

The Council, in March, 1902, had before it a report of the Improvements Committee giving details of the Committee's negotiations with the Commissioners of H.M. Woods and Forests with regard to the widening of Piccadilly, near the Circus (see Annual Report, 1901-2, pp. 127-8). As a result the Council passed the following resolution—"That in the absence of any undertaking from H.M. Commissioners of Woods and Forests to co-operate with the Council for securing, upon the expiration of the leases and at a reasonable cost, the setting back of the buildings on the northern side of Piccadilly, the widening of that thoroughfare to 80 feet between the Circus and Sackville-street, be not undertaken by the Council." The Council further resolved to communicate this decision to H.M. Commissioners of Woods and Forests and to the Westminster City Council, and to place the case before the First Lord of the Treasury with a request that he would, if possible, exercise his influence in the matter.

The Committee subsequently reported that, as a result of correspondence with H.M. Treasury, their chairman had had a conference with Mr. Austen Chamberlain, who was at that time Financial Secretary to the Treasury, and that a letter had been received from the Treasury expressing the regret of the Lords Commissioners that new leases had recently been granted for four of the houses, part of which would be needed if the widening of the thoroughfare were carried out; stating that the Treasury had obtained from the Office of Woods an undertaking that no new leases in respect of the property

needed for the improvement would be granted without affording the Council an opportunity of making representations on the subject. Negotiations were subsequently re-opened with H.M. Office of Woods, and eventually the Commissioner (Mr. J. F. F. Horner) agreed, subject to certain conditions, to arrange for the Council to acquire, as opportunity should arise and with vacant possession, the freehold of the land needed for the widening at the total sum of £200,000. The Commissioner's first proposal exceeded £243,000. This sum of £200,000 was apportioned between the several sections of the improvement as follows—Section 1, between Sackville-street and Swallow-street, £5,000 (there are only two houses, Nos. 36 and 37, Piccadilly, between these two streets that belong to the Crown); section 2, between Swallow-street and Piccadilly-place, £15,000; section 3, between Piccadilly-place and Air-street, £80,000; section 4, between Air-street and Piccadilly-circus, £100,000. It transpired that the P. and R. Syndicate were proceeding to purchase the leases in a considerable portion of the property needed for the sections of the improvement between Air-street and Swallow-street in order to erect a new building over the whole block of property, and the syndicate at once entered into negotiations with the Council with the view of giving up any leasehold interests which they might acquire in the strip of land needed for widening the thoroughfare if the Council would facilitate their proposals for dealing with the remainder of the property.

The present width of the road varies from about only 52 feet to about 70 feet, and this will be increased to 80 feet for a length of about 600 feet by adding to the public way about 12,280 square feet of land. The estimated cost of the necessary paving works is £8,000, while the cost of legal and other charges, surveyor's fees, etc., are estimated to amount to about £1,500. The total estimated cost of the complete improvement is therefore £209,500. One of the conditions imposed by the Office of Woods is that the Council will co-operate where necessary or desirable in the acquisition of any interests that it may be found necessary or expedient to acquire under compulsion, and for that purpose will arrange, if required, with the Westminster City Council, to put in force the powers of Michael Angelo Taylor's Act, on an arrangement being made for providing funds necessary for the purpose. The city council agreed to contribute one-fifth of the net cost of the scheme, such contribution not to exceed £40,000, and the Council, on 28th July, 1903, sanctioned the improvement, subject to the city council's contribution. The necessary agreements for the carrying out of the improvement are now being prepared. The Council has authorised the Committee to arrange with the Westminster City Council for the service on behalf and at the cost of the Syndicate of notices under Michael Angelo Taylor's Act in respect of the leasehold and trade interests in Nos. 19, 20, 29, 30 and 32A, Piccadilly, and Nos. 3 and 5, Air-street (March, 1904).

SLOANE-STREET.

Owing to the demolition of property on the western side of Sloane-street a favourable opportunity was presented for the widening of the thoroughfare north of Basil-street to 60 feet, the present width of the road being about 40 feet. The Council decided to proceed with the improvement on certain conditions, and accordingly on 28th July, 1903, adopted the following recommendation of the Committee—"That the estimate of £60 000 submitted by the Finance Committee be approved, and that, subject to the Chelsea Borough Council contributing £20,000 towards the cost and agreeing to undertake at its own expense the paving and other works connected with the improvement, the Improvements Committee be authorised to take all necessary steps to secure the widening of Sloane-street between Basil-street and Brompton-road to a minimum width of 60 feet, it being understood that the contribution of £20,000 from the borough council shall be paid in annual instalments from time to time as the work proceeds." This decision was communicated to the borough council, who at first declined to accept the terms proposed by the Council. Subsequently, however, the borough council reconsidered its decision and agreed to the Council's terms, so that the improvement is now being proceeded with (March, 1904).

POLICY IN CONNECTION WITH IMPROVEMENTS.

During the past year some of the metropolitan borough councils had under consideration the subject of London street improvements, including the method of meeting the cost thereof, and having regard to the fact that at certain of those bodies the policy of the Council in connection with county and local street improvements was reviewed, the Committee thought it right to report to the Council certain facts connected with the subject and to state the past practice of the Council. Street improvements taken into consideration by the Council can be classed under two heads, namely, "county" and "local." "County improvements" are those undertaken by the Council and in respect of which it is almost invariably necessary to obtain a special Act of Parliament; included under this head are those improvements which can be held to be necessary for the general traffic going to and from several parts of London as distinct from the purely local traffic in the immediate vicinity of the improvement. "Local improvements" are those undertaken by the local authorities in London, now the metropolitan borough councils, with the formal statutory assent of the Council or towards the cost of which the Council is generally asked to contribute. Most of the county improvements undertaken by the Council in recent years have consisted of the widening of main thoroughfares, necessitated partly by the proposed construction of new tramways along the particular roads affected or the doubling of existing single lines of tramway, and partly by the requirements of the ordinary general traffic. It has been the general policy of the Council to require a contribution towards the cost of county improvements from the local authority of the district in which the improvement is situated. The proportion of the contribution has been largely regulated by the amount of benefit which the carrying out of the improvement would confer upon the particular locality concerned, as distinct from the benefit conferred upon the rest of London. In most cases where the widening of a thoroughfare has been partly demanded by the requirements of the proposed tramway, the Council has found that a just and equitable arrangement has been to charge one-third of

the cost to the account of the improvement and one-third of the cost to the tramways account, the remaining third being paid by the local authority as a contribution towards the cost. In the case of local improvements—that is to say improvements carried out by the local authorities, the Council has also considered each improvement upon its merits, and has generally agreed to make contributions towards the cost, the amount of the contribution varying in proportion to the amount of benefit which a particular improvement would confer upon the general traffic of London in comparison with the benefit conferred upon the merely local traffic.

Owing perhaps to the fact that the Council's policy was not fully understood, a conference of representatives of the borough councils was convened by the Camberwell Borough Council. A return of county and local improvements was presented at the conference purporting to show all the county improvements carried out by the London County Council since it came into existence in 1889, and also the contributions voted by the Council towards the cost of local improvements undertaken in each borough during the same period. The return was further supposed to show the percentage of contributions made by each borough towards the cost of street improvements, and also the rateable value of the county of London and the approximate proportion in each borough. From the figures given in this return, certain results were adduced to show, for instance, the amount spent by the Council upon street improvements north of the Thames in comparison with the amount spent south of the Thames, also the percentage of contributions made by particular local authorities. The matter was also discussed at certain borough councils, and at the Chelsea Borough Council a memorandum was submitted based upon the figures contained in the return presented to the conference. The return in question, however, was in many respects inaccurate, as improvements estimated to cost in all nearly three-quarters of a million sterling, were omitted, and several other improvements were wrongly described and classified.

The Improvements Committee accordingly directed accurate returns to be prepared and circulated to members of the Council. Copies were also forwarded to the local authorities and placed on sale at the Council's publishers. The Council, on 20th October, 1903, further directed that a letter should be addressed to the council of each metropolitan borough calling attention to the Committee's report on the subject.

THAMES EMBANKMENT EXTENSION AND IMPROVEMENTS AT WESTMINSTER.

The Council when deciding to apply for statutory powers to carry out the Westminster improvement and when sanctioning the necessary expenditure for the carrying out of the improvement approved the proposal to rehouse on the Millbank site the persons of the working class to be displaced, but this approval was given on the basis that a sum of £50,000 should be credited to the Dwelling-house Improvement Fund in respect of the portion of the site to be utilised for such rehousing, the intention being that the sum so credited should be applied in the purchase of other sites for the purposes of Part III. of the Housing of the Working Classes Act, 1890. It subsequently appeared that section 50 of the London County Council (Improvements) Act, 1900, which authorised the improvement, was worded in such a manner as to preclude the Council from charging the total sum in question to the cost of the improvement. The requisite additional powers were obtained by section 66 of the London County Council (General Powers) Act, 1903, and the Council on 8th December, 1903, appropriated a portion of the Millbank site for rehousing purposes in connection with the improvement, and decided that the sum to be charged to and deemed part of the costs and expenses of the Thames embankment extension and improvements at Westminster, in respect of the portion of the Millbank site utilised for the purpose of rehousing persons of the labouring class displaced in connection with the said extension and improvement, should be £50,000. If instead of using the portion of the Millbank site the Council had been compelled to acquire other appropriate site or sites in the locality of the Westminster improvement, the cost of so doing would have considerably exceeded £50,000.

CENTRAL-STREET.

Proposals of the Ironmongers' Company.

The Council, when deciding to apply to Parliament for powers in respect of the widening of Central-street, was informed that the Ironmongers' Company, who owned a large amount of property abutting on the thoroughfare, were proposing to develop their estate and to provide thereon accommodation for persons of the working class. It was also stated that the company expressed their earnest desire that their property should be brought into a more healthy and sanitary state, and that one of the objects which the company had in view was the erection upon a portion of their estate of dwellings suitable for the occupation of persons of the working class. It was understood to be the intention of the company to provide accommodation for as many persons of the working class as would be displaced by the development of the company's estate and by the contemplated improvements, although the company were not prepared to give a definite undertaking to this effect.

The Council undertook to use its best endeavours to induce the Finsbury Borough Council to accept the company's proposals for the formation of new streets and the carrying out of street widenings upon their estate, so that when the company's proposals were submitted to the borough council, the borough council was at once informed that the Council fully approved the suggested improvements as forming a desirable complement to the general scheme of improvements at Central-street. At a conference between the representatives of the Council, the borough council and the company, it was stated that the company's scheme would involve the displacement of about 326 working-class adults and about 369 children, making a total of 695 persons. The master of the company stated that the company did not propose to set apart any land for rehousing purposes, but that they would not object to the erection of dwellings on some of the and, provided the borough council purchased the land at its market value. It was pointed out on

behalf of the borough council that it was impossible for it to purchase land in Finsbury on such terms and to erect dwellings thereon, without a serious charge upon the rates. The company subsequently declined to accept an offer made on behalf of the borough council for the purchase for rehousing purposes of certain sites on the company's estate, the suggested purchase money being based upon a ground rent of not exceeding 3d. per foot super. The borough council had asked the Council to contribute towards the cost of the company's scheme, but the Council, on 23rd February, 1904, decided that, as the development in the manner proposed by the Ironmongers' Company, of their estate abutting upon Central-street would be entirely for the benefit of the company, a contribution from the county fund towards the cost of the proposed new streets and street widenings could not be justified.

IMPROVEMENTS COMPLETED DURING THE YEAR.

Brixton-road.

The widening of Brixton-road, authorised by the London County Council (General Powers) Act, 1901, was completed on 14th August, 1903, and the maintenance and control of the widened thoroughfare has been handed over to the Lambeth Borough Council. By means of the improvement the minimum width of Brixton-road between Cranmer-road and Camberwell New-road has been increased from 51½ feet to 70 feet. The whole cost of the improvement is to be charged to the county fund.

Harleyford-street.

The widening of Harleyford-street between Kennington-oval and Kennington-park-road, authorised by the London County Council (Tramways and Improvements) Act, 1901, was completed on 21st August, 1903, and the maintenance and control of the widened thoroughfare has been handed over to the Lambeth Borough Council. The improvement provides a width of 60 feet for the thoroughfare, the previous width having varied from 43 feet to 45 feet. As the improvement was entirely necessitated by the reconstruction of the tramway, the whole cost will be charged to the tramways account.

Wandsworth-road.

The widening of Wandsworth-road between Vauxhall-cross and a point near its junction with Nine-elms-lane was completed on 4th December, 1903, and the maintenance and control of the widened thoroughfare has been handed over to the Lambeth Borough Council. By the improvement the width of the thoroughfare, for a distance of 770 feet, has been increased from a minimum width of about 45 feet to a uniform width of 60 feet. The whole cost of the improvement is to be charged to the county fund.

Long-lane and Tabard-street.

The Long-lane and Tabard-street improvement authorised by the London County Council (General Powers) Act, 1897, was completed on 15th December, 1903, and the maintenance and control of the widened thoroughfares has been handed over to the Southwark Borough Council. By the improvement Long-lane has been widened for about 700 feet to a uniform width of 50 feet, the minimum width of the thoroughfare, before the improvement was undertaken, having been about 30 feet. Tabard-street has been continued through St. George-the-Martyr churchyard into Borough High-street, the length of the new street being about 250 feet and the width 50 feet. The whole cost of the improvement is to be charged to the county fund.

St. George's-place, Knightsbridge.

The widening of St. George's-place, Knightsbridge, authorised by the London Council (General Powers) Act, 1891, was completed on 5th March, 1904, and the maintenance and control of the widened thoroughfare has been handed over to the Westminster City Council. By means of the improvement the width of the thoroughfare between Wilton-place and William-street, a distance of about 400 feet, has been increased from about 50 feet to 70 feet. The delay in proceeding with the improvement was due to the fact that in order to secure the economical carrying out of the scheme it was decided to wait until the expiration of certain leases. The Westminster City Council is to contribute one-fourth of the net cost of the improvement, the remainder of the cost being charged to the county fund.

IMPROVEMENTS IN HAND.

The following are the improvements at present in hand—(1) the construction of a northern approach to the Tower-bridge from Prescott-street; (2) the widening of Battersea-park-road, between Simpson-street and Home-road (including the reconstruction of Christ Church railway bridge); (3) the continuation of Roehampton-street to the new street formed in connection with the development of the Millbank prison site; (4) the widening of York-road between Falcon-road and Wandsworth railway station; (5) the clearance of insanitary areas at Clare-market, Strand; (6) the construction of a new street 100 feet wide from Holborn to the Strand (Kingsway and Aldwych); (7) the widening of Southampton-row, between High Holborn and Theobalds-road; (8) the widening of Southampton-row between Vernon-place and Bloomsbury-place; (9) the widening of Southampton-row at Nos. 67, 69 and 71, and at Nos. 83, 85 and 87; (10) High Holborn at Nos. 107 to 113; (11) the widening of Kensington High-street between Church-street and Cumberland-place; (12) the formation, in substitution for Millbank-street, of a new street 70 feet wide from Old Palace-yard to Lambeth-bridge, the laying out as a garden of the land between the new street and the river, the extension of the Thames-embankment to Lambeth-bridge, and the treatment of the land between the new street and St. John's-church, commonly called the Westminster improvement; (13) the widening of Mare-street, Hackney, between the North London Railway and the Triangle; (14) the widening of Goswell-road between Upper Ashby-street and Great Sutton-street; (15) the widening of St. John-street, Clerkenwell, between Aylesbury-street and Albemarle-street; (16) the widening of

Archway-road, Islington, at No. 1, Alpha-villas and at Nos. 1 and 2, Archway-villas; (17) the widening of Kentish-town-road at Nos. 180 to 212 (even numbers); (18) the widening of Nine Elms-lane between Southampton-street-west and Battersea-park-road at Downey's-dock-road; (19) the widening of Battersea-rise between Middleton-road and Webb's-road; (20) the widening of portions of Blackheath-road, Blackheath-hill and New-road; (21) the widening of High-street and Gardener's-lane, Putney; (22) the widening of Old-street between Hoxton-street and No. 341, Old-street; (23) the widening of Central-street, St. Luke, between Old-street and Clarence-place; (24) the widening of Red Lion-street, South-street, Garratt-lane, Defoe-road and Tooting High-street; (25) the widening of Merton-road (since renamed Tooting High-street) between Longley-road and Tooting-grove; (26) the widening of Camberwell New-road between Warner-road and Camberwell-green; (27) the widening of Cambridge-road, Bethnal-green, between Old Ford-road and Palestine-place; (28) the widening of Church-street, High-street, Fulham, Fulham Palace-road and Queen-street, Hammersmith; (29) Denmark-hill, Champion-park, Grove-lane, Dog Kennel-hill, Grove-vale and Lordship-lane; (30) Queen's-road, Peckham (Camberwell portion); (31) Hampstead-road, between Tolmers-square and Euston-road; (32) Wimbledon-road; (33) Brook-green-road and Scrubs-lane; (34) Piccadilly between Arlington-street and the Green Park; (35) Piccadilly between Sackville-street and Piccadilly-circus; and (36) Sloane-street, between Basil-street and Brompton-road.

Full information respecting these improvements will be found in the tabulated statements which accompany this report.

OBSTRUCTIONS IN STREETS.

It was not necessary to take any action during the year in connection with the Council's orders of reference to the Committee in respect of obstructions in streets under the London Street (Removal of Gates) Acts 1890 and 1893.

IMPROVEMENTS, ETC., CONSIDERED BY THE COMMITTEE.

The tabulated statements appended hereto furnish information relating to the subjects which have occupied the Committee's attention during the year.

1. Improvements in respect of which the Council, upon the recommendation of the Improvements Committee, has decided to seek Parliamentary powers, and for which bills are being promoted in Parliament in the session of 1904.

Locality of improvement.	Source of application.	Estimated net cost of the improvement, without deducting contributions.	Contributions from Local Authorities or from other sources.
<i>Improvements in connection with Tramway proposals.</i>			
1. Malpas-road, Brockley-road, Brockley-rise, Stanstead-road and Park-road	Highways Committee	For property £85,300 } For works £18,000 } 103,300	Deptford and Lewisham Borough Councils to contribute one-third, and one-third to be charged to tramways account.
2. Lordship-lane	Do.	For property £11,000 } For works £10,500 } 21,500	Camberwell and Lewisham Borough Councils to contribute one-third, and one-third to be charged to tramways account.
3. Lewisham High-road, Loampit-hill, Loampit-vale, Lee High-road	Do.	For property £135,300 } For works £14,000 } 149,300	Deptford and Lewisham Borough Councils to contribute one-third, and one-third to be charged to tramways account.
4. South-street, Lewisham-road, High-street and Rushey-green (Lewisham portion)	Do.	For property £16,450 } For works £9,600 } 26,050	Lewisham Borough Council to contribute one-third, and one-third to be charged to tramways account.
5. Basildon-road, McLeod-road and Knee-hill	Do.	For property £8,000 } For works £6,400 } 14,400	Woolwich Borough Council to contribute one-third, and one-third to be charged to tramways account.
<i>General County improvements.</i>			
6. Piccadilly, between Arlington-street and the Green-park	Improvements Committee	For property £10,000 } For works £2,000 } 12,000	The estimated cost of the complete improvement is £45,000. The Westminster City Council to contribute £4,000, and the company owning the adjacent property to contribute £2,000.
7. Nine Elms-lane	Do.	The cost of the improvement is included in the estimate already approved by the Council	Nil.
<i>Local improvement.</i>			
8. Well-hall-road	Woolwich Borough Council	Not stated	The whole cost of improvement to be borne by the Woolwich Borough Council.
		Total	£326,550

Locality of improvement.	Estimated net cost of the improvement after deducting contributions from outside sources only.	Estimated net amount to be charged to the account of the improvement after deducting all contributions except "betterment."	Annual charge on the rates for interest on and repayment of debt, calculated on the net cost.		The annual charge for interest decreases each year by	Date of Council's decision.	Title of bill providing for the improvement.
			Amount.	Equivalent to a rate in the £ of			
<i>Improvements in connection with Tramway proposals.</i>							
1. Malpas - road, Brockley - road, Brockley-rise, Stanstead-road and Park-road	£ 68,866	£ 34,434	£ 1,731	d. 01023	£ s. d. 19 9 1	1903, July 21	L.C.C. (Tramways and Improvements) Bill.
2. Lordship-lane	14,333	7,167	360	00213	4 1 -	Do.	Do.
3. Lewisham High-road, Loampit-hill, Loampit-vale, Lee High-road	99,533	49,767	2,502	01480	28 2 4	Do.	Do.
4. South-street, Lewisham - road, High - street, and Rushey-green (Lewisham portion)	17,366	8,684	433	00256	4 17 3	Do.	Do.
5. Basildon - road, McLeod - road, and Knece-hill	9,600	4,800	241	00143	2 14 3	Do.	Do.
<i>General County improvements.</i>							
6. Piccadilly, between Arlington-street and the Green-park	10,400	10,400	503	00297	5 12 9	1903, Oct. 20	L.C.C. (General Powers) Bill.
7. Nine Elms-lane	—	—	—	—	—	1903, Oct. 27	L.C.C. (Tramways and Improvements) Bill
<i>Local improvement.</i>							
8. Well-hall-road	—	—	—	—	—	1903, Nov. 10	Do.
Total	220,098	115,252	5,770	03412	64 16 8		

2. Improvements in respect of which the Council, upon the recommendation of the Committee, originally decided to seek Parliamentary powers in the session of 1904, but for special reasons resolved subsequently not to proceed further with the application to Parliament.

Locality of improvement.	Source of application.	Estimated net cost of the improvement, without deducting contributions.	Contributions from Local Authorities or from other sources.	Reasons for not proceeding with the application to Parliament.
<i>Improvements in connection with Tramway proposals—</i>				
1. Richmond-road ...	Highways Committee	£ For property £22,600 For works £5,200 } 27,800	Hammersmith Borough Council to contribute one-third, and one-third to be charged to the tramways account	Probability of other borough councils concerned not agreeing to consent to the tramway.
2. Edgware-road, High-road, Kilburn, and Shoot-up-hill	Do.	For property £88,000 For works £18,000 } 106,000	Hampstead and Paddington Borough Councils to contribute one-third, and one-third to be charged to tramways account	Refusal of local authorities to make contribution required by Council.
3. Battersea - bridge - road	Do.	For property £25,000 For works £7,600 } 32,600	Battersea Borough Council to contribute one-third, and one-third to be charged to tramways account	Do.
4. Wandsworth - common, north side, and East-hill	Do.	For property £11,300 For works £10,500 } 21,800	Wandsworth Borough Council to contribute one-third, and one-third to be charged to tramways account	Do.
5. Streatham High-road	Do.	For property £75,500 For works £20,000 } 95,500	Wandsworth Borough Council to contribute one-third, and one-third to be charged to tramways account	Do.
6. Shooter's-hill-road ...	Do.	For property £4,300 For works £4,500 } 8,800	Greenwich Borough Council to contribute one-third, and one-third to be charged to tramways account	Do.
7. South-street, Lewisham-road, High-street, and Rushey-green (Greenwich portion)	Do.	For property £62,850 For works £12,400 } 75,250	Do.	Do.
8. Tooting High-street	Do.	For property £600 For works £1,900 } 2,500	Wandsworth Borough Council to contribute one-third, and one-third to be charged to tramways account	Do.
Total		£370,250		

3. Improvements in respect of which the Council upon the recommendation of the Committee originally decided to seek Parliamentary powers in the session of 1903, but for special reasons resolved subsequently to 31st March, 1903, not to proceed further with the application to Parliament in that session.

[There were no such cases during the year.]

4. Improvements in respect of which statutory powers have been obtained, but for special reasons are not being exercised at present (March, 1904).

Improvement.	Parliamentary authorisation.	Estimated net cost.	Reasons for postponing the improvement.
Improvement in connection with tramway proposals— Queen's-road, Peckham	London County Council (Tramways and Improvements) Act, 1902.	£ (Deptford portion). 23,180 Total £23,180	Camberwell portion is being proceeded with. The Deptford Borough Council has not yet agreed to contribute one-third of the net cost of the Deptford portion.

5. Improvements recommended by the Committee and sanctioned by the Council, but not involving special Parliamentary sanction.

Locality.	Source of application.	Estimated or actual net cost.	Amount of Council's contribution.	Date of Council's decision.
		£ s. d.	£ s. d.	
Putney-bridge-road... ..	Wandsworth Borough Council	4,850 - -	1,617 - -	1903, May 5th
Maze-hill, Greenwich	Greenwich Borough Council	Not stated.	Nil	" " 19th
Fulham - palace - road, between Carnforth Lodge and the "Duke of Cornwall" public-house	Hammersmith Borough Council	9,589 14 3 (This contribution was in addition to the contribution of £4,794 17s. 1d. paid by the Council on 25th November, 1902.)	250 - -	" " 19th
High-street, Plumstead	Woolwich Borough Council	135 - -	135 - -	" June 23rd
Wickham-lane	Do.	36,000 - -	Nil	" " 30th
Narrow-street, at Nos. 31, 32, 33 and 35	Stepney Borough Council	6,000 - -	2,000 - -	" July 7th
Ivy-lane	Lewisham Borough Council	Not stated.	Nil	" " 14th
Lisle-street, Charing-cross-road ...	Westminster City Council	Do.	Do.	" " "
Dean-street	Stepney Borough Council	1,550 - -	Do.	" " 21st
Narrow street at Blyth's-wharf ...	Do.	945 - -	315 - -	" " 28th
Mile End-road, at the "Vine Tavern"	Do.	6,000 - -	Nil	" " "
Azenby-square	Camberwell Borough Council	Not stated.	Do.	" " "
Mitcham-road	Highways Committee and Wandsworth Borough Council	16,636 - - (This amount was in addition to the estimates of £335 9s. and £233 10s. approved by the Council on 9th November, 1897, 12th July, 1898, and 22nd July, 1902.)	9,593 1 -	" Oct. 6th
Wallis's-yard, Buckingham-palace-road	Westminster City Council	Not stated.	Nil	1903, Oct. 6th
Walworth-road and Liverpool-street	Improvements Committee	500 - - (The Southwark Borough Council undertaking paving, etc., works.)	500 - -	" " 27th
Trafalgar-road, Greenwich	Do.	760 - -	760 - -	" " "
Lodge-lane	Woolwich Borough Council	223 14 -	75 - -	" Nov. 10th
Red Lion-lane	Do.	120 - -	Nil	" " "
New King's-road	Improvements Committee	2,180 - -	2,180 - -	" " 17th
Castle-alley	Stepney Borough Council	6,003 2 5	Nil	" " "
Kingsland High-street	Hackney Borough Council	400 - -	200 - -	" " 24th
New-road, Woolwich	Improvements Committee	570 - -	380 - -	" Dec. 8th
Cavendish-road	Wandsworth Borough Council	Not stated.	Nil	" " "
Brook-street, at Nos. 107 and 109	Stepney Borough Council	2,000 - -	Nil	" " "
Upper Richmond-road	Wandsworth Borough Council	4,450 - -	1,483 - -	" " 15th
Trinity-road	Do.	8,320 - -	4,000 - -	" " 22nd
Bell-lane at Nos. 4 and 5	Stepney Borough Council	2,288 - -	Nil	" " "
Essex-road, Islington	Improvements Committee	50 - - (Supplemental to the estimate of £1,500 approved by the Council on 17th December, 1901.)	50 - -	" Feb. 23rd
Streatham High-road	Wandsworth Borough Council	9,314 - - (This amount was in addition to the estimates of £1,000 and £452 approved by the Council on 18th June, 1901, and 3rd November, 1903.)	4,757 - -	" Mar. 1st
Total... ..		£118,764 10 8	£28,295 1 -	

6. Contributions made by the Council towards the cost of completed local improvements.

Locality.	By whom carried out.	Estimated or actual net cost.	Amount of Council's contribution.	Date of sanction by the late Metropolitan Board or by the Council.	Date of order of Council sanctioning payment or when payment was made.
		£ s. d.	£ s. d.		
Fleet-street between Falcon-court and the City boundary	City Corporation ...	40,000 - -	7,329 3 1 (on account)	1898, July 28th ...	1903, May 5th
Fulham-palace-road between Carnforth lodge and the "Duke of Cornwall" public-house	Hammersmith Borough Council	9,589 14 3 (This payment was in addition to the payment of £4,794 17s. 1d. authorised by the Council on 25th November, 1902.)	250 - -	1903, May 19th ...	" " 19th
Wapping-wall between Monza-street and No. 29	Stepney Borough Council	800 - -	400 - -	1899, Jan. 24th ...	" " 26th
Parker-street and Newton-street ...	Holborn Borough Council	6,000 - -	2,500 - -	1901, Nov. 12th ...	" Oct. 6th
Fleet-street, at Nos. 82 to 88 and 90 to 97	City Corporation ...	170,780 - -	55,776 13 2	1897, Mar. 9th ...	" " 20th
King-street ...	Hammersmith Borough Council	11,836 - -	3,000 - - (on account)	1900, Nov. 20th ...	" Nov. 10th
Mill-fields-road, Clapton ...	Hackney Borough Council	665 - -	221 13 4	1896, Mar. 24th ...	" " 24th
Herbert-road ...	Woolwich Borough Council	688 - -	344 - -	1901, Dec. 17th ...	" Dec. 22nd
Commercial-dock-road ...	Bermondsey Borough Council	1,526 - -	750 - -	1898, Dec. 20th ...	1904, Feb. 2nd
Putney-bridge-road ...	Wandsworth Borough Council	4,850 - -	1,200 - - (on account)	1903, May 5th ...	" " 9th
Lower Richmond-road ...	Do.	8,130 - -	1,065 - - (final payment)	1895, Dec. 3rd ...	" " "
West-hill ...	Do.	23,800 - -	5,107 10 - (on account)	1902, Dec. 2nd ...	" " 16th
Great Church-lane ...	Hammersmith Borough Council	12,900 - -	2,900 - - (on account)	1900, Dec. 18th ...	" " "
Trinity-road ...	Wandsworth Borough Council	8,320 - -	2,100 - -	1903, Dec. 22nd ...	" " 23rd
Kingsland High-street ...	Hackney Borough Council	400 - -	200 - -	1903, Nov. 24th ...	" Mar. 1st
	Totals ...	300,284 14 3	83,143 19 7		

7. Improvement proposals towards the cost of which the Council, upon the recommendation of the Committee, decided *not* to contribute.

Locality.	Source of application.	Estimated net cost.	Date of Council's decision.
		£ s. d.	
Giltspur-street to King Edward-street ...	City Corporation ...	45,000 - -	1903, Oct. 27th
Mile-end-road at the "Vine Tavern" ...	Stepney Borough Council ...	6,000 - -	" " "
Martlett-court and Bow-street ...	Westminster City Council ...	1,355 - -	" Nov. 3rd
Bell-lane, at Nos. 4 and 5 ...	Stepney Borough Council ...	2,288 - -	" " "
Dean-street ...	Do. ...	1,550 - -	" " "
Clapham-park-road ...	Wandsworth Borough Council ...	3,000 - -	" " "
Kensington-square to Charles-street ...	Kensington Vestry ...	5,000 - -	" " 10th
Red Lion-lane ...	Woolwich Borough Council ...	120 - -	" " "
Castle-alley ...	Stepney Borough Council ...	6,003 2 5	" " 17th
	Total ...	70,316 2 5	

8. Improvements suggested by the Committee but not agreed to by the Council.

Locality.	Source of application.	Estimated net cost.	Estimated expenditure for which the Council would be liable after deducting proposed contributions from local authorities.	Date and nature of Council's decision.
		£	£	
Cambridge-road, Mare-street, and Clapton-road.	Highways Committee	306,000	204,000	The Committee advised the Council to seek Parliamentary powers in respect of the improvement, but the Council on 28th July, 1903, declined to suspend standing orders so as to enable the application to Parliament to be proceeded with.
	Total ...	306,000	204,000	

9. Miscellaneous subjects reported to the Council by the Improvements Committee.

Subject.	Date of report to Council or of Council's decision.
The Council decided that the account of the Holborn to Strand improvement should be debited with a sum of £125 14s. for loss of rent incurred at dwellings on the Bourne estate, owing to the reservation of tenements for rehousing purposes	1903, May 19th.
The Council referred to the Works Committee the working drawings, specification and estimate of the cost (£3,250) of the works connected with the widening of Harleyford-street	,, „ 19th.
The Council authorised expenditure of £174 6s. on the provision of memorial tablets in the churches of St. Mary-le-Strand and St. Clement Danes, and of memorial stones at Brookwood cemetery, to record the removal of human remains from the portions of the churchyards acquired in connection with the Holborn to Strand improvement	,, June 30th.
The Council authorised the Committee to incur further expenditure on capital account up to £2,000 in connection with the widening of Southampton-row to 105 feet, between Fisher-street and Theobalds-road	,, July 14th.
The Council approved the proposed elevations of the entrance lodge at the southern end of Kensington-palace-gardens, Kensington High-street, and referred to the Works Committee the working drawings, specification and estimate (£1,920) of the work connected with the rebuilding of the lodge	,, „ 14th.
The Council agreed to contribute half the cost of the reconstruction by the Southwark Borough Council of the underground places of convenience in Great Dover-street, such contribution not to exceed £1,350, and decided that its contribution should be equally divided between the tramways account and the account of the Long-lane and Tabard-street improvement	,, „ 14th.
The Committee reported that the costs, amounting to £7,039 15s. 7d., of the Great Northern Railway Company in connection with the Tower-bridge Northern Approach improvement had been reduced on taxation to £3,233 4s. 10d.	,, „ 14th.
The Council accepted possession of the Old Gaiety Theatre and allowed a rebate of two months' rent, amounting to about £620, provided the Company undertook not to make any claim against the Council if full access were not provided to the new theatre	,, „ 14th.
The Council referred to the Works Committee the drawings, specification, bills of quantities, etc., of the works connected with the tramway subway, subway for pipes, and paving works between Great Queen-street and Holborn and between Eagle-street and Vernon-place	,, „ 28th.
The Council sanctioned additional expenditure on capital account up to £340 in connection with the Battersea-rise improvement	,, „ 28th.
The Council sanctioned additional expenditure on capital account up to £250 in connection with the Red Lion-street to Tooting High-street improvement	,, „ 28th.
The Council sanctioned the arrangement by which the Bethnal-green Borough Council undertook to carry out on behalf and at the cost of the Council the paving, etc., works connected with the widening of Cambridge-road	,, „ 28th.
The Council approved the assessment framed and submitted by the Committee of lands situate within the improvement area of the Tottenham-court-road widening	,, „ 28th.
The Council approved, subject to certain conditions, amended drawings of Messrs. Short's new premises in the Strand	,, „ 28th.
The Council referred to the Works Committee the working drawings, specification and estimate of the cost (£7,660) of the works connected with the widening of Kensington High-street	,, „ 28th.
The Council approved the payment of £852 16s. 4d. to the Westminster City Council as the balance of the net cost of the works connected with the widening of the Strand between the churches of St. Clement Danes and St. Mary-le-Strand, the total cost being £3,552 16s. 4d.	,, Oct. 6th.
The Committee reported that, in connection with the Holborn to Strand improvement, they had settled at £183,150 the claim, amounting to £320,931 0s. 3d., of the Metropolitan Electric Supply Company in respect of the cost of erecting and fitting up a new generating-station, etc., the Council also providing a site partly freehold and partly leasehold for the reinstatement of the company's premises	,, „ 6th.
The Council sanctioned additional expenditure on capital account up to £3,000 in connection with the widening of High-street and Gardener's-lane, Putney	,, „ 13th.
The Council decided that the account of the Holborn to Strand improvement should be debited with a sum of £97 19s. 6d. for loss of rent incurred at dwellings on the Bourne estate owing to the reservation of tenements for rehousing purposes	,, „ 13th.
The Council referred to the Works Committee the working drawings, specification and estimate of the cost (£5,900) of the works connected with the widening of Mare-street between Morning-lane and the North London Railway	,, „ 27th.
The Council decided that the account of the Holborn to Strand improvement should be debited with a sum of £100 12s. 6d. for loss of rent incurred at dwellings on the Bourne estate and on sites at Duke's-court and Russell-court owing to the reservation of tenements for rehousing	,, „ 27th.
The Committee reported the terms arranged in respect of the portion of St. George-the-Martyr churchyard needed for the Long-lane and Tabard-street improvement.	,, Nov. 3rd.
The Council approved, subject to certain conditions, the diversion of Randall-road, Newport-street and Sail-street, proposed by the London and South-Western Railway Company under the company's Act of 1900	,, „ 10th.
The Council referred the working drawings, specification and estimate of the cost (£1,905) of the works connected with the formation of the proposed new street called Kean-street, between Drury-lane and Kemble-street (Holborn to Strand improvement), to the Works Committee to carry out	,, „ 10th.
The Council accepted the offer of Messrs. J. G. White and Co. to carry out for the sum of £3,111 the works connected with the widening of St. John-street, as Messrs. White were the contractors for the tramway work in the thoroughfare	,, „ 17th.
The Committee reported that they had agreed at £79,952 8s. the price to be paid by the Duke of Bedford for the land on the northern side of Aldwych, between Catherine-street and Drury-lane, conveyed to His Grace by the Council in accordance with the agreement scheduled to the London County Council (Improvements) Act, 1899, the Council allowing His Grace £500, the estimated cost of dealing with the tenant of Nos. 18 and 19, White Hart-street	,, „ 17th.
The Council accepted the offer of the Battersea Borough Council to undertake, at an estimated cost of £2,920, the paving, etc., works connected with the widening of Battersea-rise	,, Dec. 15th.

Subject.	Date of report to Council or of Council's decision.
The Council referred to the Works Committee the working drawings, specification and estimate of the cost (£36,000) of the works, including the construction of a portion of the tramway subway at the junction of Kingsway and Aldwych	1903, Dec. 22nd.
The Council referred to the Works Committee the working drawings, specification and estimate (£4,100) of the paving, etc., works in Catherine-street and the eastern spur street between the Strand and Aldwych	" " 22nd.
The Committee reported that they had given instructions in accordance with the agreement between the Council and the Gaiety Restaurant for a second sum of £25,000 to be paid into Parr's Bank in connection with the rebuilding of the restaurant	" " 22nd.
The Committee reported the action taken by them leading up to the conviction of W. Stiff and Emma Flood for conspiracy to defraud, and of W. Stiff for perjury, subornation of perjury, forgery and attempting to obtain money by false pretences in connection with his claim for compensation in respect of interest in Nos. 177, 179 and 181, Goswell-road	1904, Jan. 26th.
The Council sanctioned the payment to the Battersea Borough Council of £1,000 on account of the works in Battersea-rise undertaken by the borough council on behalf of the Council	" " 26th.
The Committee reported that the costs of the Metropolitan Electric Supply Company, amounting to £10,200 3s. 1d., had been reduced on taxation to £5,952 7s. 5d.	" " 26th.
The Council approved the construction of vaults projecting 6 feet under the footway in front of the sites of lots 1 and 2, Kensington High-street, to be leased to Mr. Bailey	" Feb. 2nd.
The Council referred the paving, etc., works connected with the widening of High Holborn between Nos. 107 and 113 to the Works Committee as an extra upon the works in Kingsway and Southampton-row	" " 2nd
The Council approved a modification of the plan of the widening of Essex-road, Islington	" " 2nd.
The Council decided that the account of the Holborn to Strand improvement should be debited with a sum of £47 3s. 6d. for loss of rent incurred at dwellings on the Bourne estate and at Duke's-court, owing to the reservation of tenements for rehousing	" " 9th.
The Committee reported the gross cost of the acquisition of property needed for certain county improvements, and the Council sanctioned additional expenditure on capital account up to £195,000 in connection with the Tower-bridge northern approach improvement	" " 16th.
The Council accepted the offer of the Wandsworth Borough Council to carry out at an estimated cost of £175 the permanent works, etc., connected with the widening of Tooting High-street, at Nos. 29 and 30 on the plan of the improvement deposited in Parliament	" " 16th.
The Council approved the proposed elevation of Nos. 36 and 38, Long-lane, to be erected by Messrs. Harding in connection with the reinstatement of their premises	" " 23rd.
The Council approved the apportionment between the local authorities concerned, the tramways account and the accounts of the improvements, of the cost of improvements in connection with tramways proposals authorised by the London County Council (Improvements) Act, 1900, the London County Council (Tramways and Improvements) Act, 1901, the London County Council (Tramways and Improvements) Act, 1902, and the London County Council (Tramways and Improvements) Act, 1903	" Mar. 1st.

10. Improvements undertaken by the Council under special or under general parliamentary powers and completed during the year, or in progress.

Locality.	Parliamentary authorisation.	Actual or estimated cost.	How cost paid.	Length of improvement.	Average width of improvement.	Present condition of improvement.	When completion expected.	Number of persons of the working class displaced or to be displaced.
St. George's-place, Knights-bridge.	London Council (General Powers) Act, 1891.	£ 32,067	Westminster City Council to contribute one-fourth.	Ft. 400	Ft. 70	Completed.	—	—
Tower-bridge Northern approach (Tower-hill to Prescot-street).	London County Council (Improvements) Act, 1897.	Gross, 414,000 Net, 391,500	Owners of property benefited by the improvement to contribute.	800	60	Arrangements are being made for the reconstruction of bridge carrying railways over new road. Negotiations for acquisition of property are proceeding. Initial valuation for "betterment" has been made. Claim of Great Northern Railway Company in respect of Royal Mint-street depot settled. Steps are being taken for rehousing.	End of 1905.	240
Long-lane and Tabard-street, Southwark.	London County Council (General Powers) Act, 1897.	Gross, 207,400 Net, 190,400	The whole cost to be paid out of the County fund.	1,100	50	Completed.	—	291
Battersea-park-road, between Simpson-street and Home-road (including Christ Church railway bridge).	London County Council (General Powers) Act, 1897.	Gross, 20,930 Net, 20,430	Battersea Borough Council to contribute one-fourth.	400	50	All property has been acquired and land added to public way temporarily paved. Permanent works will be commenced when reconstruction of tramway is undertaken.	End of 1904.	—
Rochampton-street, Westminster.	London County Council (General Powers) Act, 1898.	Gross, 5,700 Net, 5,700	Westminster City Council to contribute one-fourth.	130	50	Permanent paving works have been completed.	—	About 20

Locality.	Parliamentary authorisation.	Actual or estimated cost.	How cost paid.	Length of improvement.	Average width of improvement.	Present condition of improvement.	When completion expected.	Number of persons of the working class displaced or to be displaced.
York-road, Battersea and Wandsworth.	London County Council (General Powers) Act, 1898.	£ Gross, 87,150 Net, 80,150	Battersea Borough Council to contribute one-fourth of Battersea portion and Wandsworth Borough Council one-fourth of portion in Wandsworth.	Ft. 3,500	Ft. 45	Temporary paving works have been commenced pending the reconstruction of the tramway. Re-housing accommodation is being provided on site in York-road.	End of 1904	219
Clare-market, Strand.	Housing of the Working Classes Act, 1890, and London (Clare-market, Strand) Improvement Scheme, 1895.	Gross, 414,400 Net, 216,500	The whole cost to be charged to the Dwelling House Improvement fund.	—	—	All claims have been settled, and all premises except one have been demolished.	—	3,172
Holborn to the Strand street. (Kingsway and Aldwych.)	London County Council (Improvements) Act, 1899.	Gross, 4,866,000 Net, 774,200	Owners of property benefited by the improvement to contribute.	3,300	100	The initial valuation for "betterment" has been made. The rehousing scheme has been approved by the Home Secretary. Eastern portion of Aldwych completed. Paving works in western portion of Aldwych and northern portion of Kingsway have been commenced. Negotiations for purchase of property are proceeding.	The whole improvement in about 1906, but it is expected that the new crescent road (Aldwych) will be completed by the end of 1904.	3,700
Southampton-row, between High Holborn and Theobalds-road.	Do.	Gross, 272,000 Net, 162,000	The whole cost to be paid out of the County fund.	500	80	Portion of improvement south of Eagle-street completed. Paving works in remainder of improvement have been commenced.	Early in 1904.	329
Southampton-row, between Fisher-street and Theobalds-road (west side).	London County Council (Tramways and Improvements) Act, 1903.	Gross 40,350 Net, 40,350	£12,000 to be charged to account of improvement, the remainder being charged to the tramways account.	(This improvement is an extension of previous scheme in order to provide for the construction of an open approach to the tramway subway 20 feet wide without curtailing the width of the road available for ordinary traffic.)		Terms arranged in nearly all cases.	Early in 1904.	
Southampton-row between Vernon-place and Bloomsbury-place.	Do.	Gross, 165,500 Net, 146,500	The whole cost to be borne by the Council.	400	70	Negotiations are in progress for the acquisition of the necessary property.	1904.	—
Southampton-row at Nos. 67, 69 and 71, and at Nos. 83, 85 and 87	Metropolis Local Management Acts, 1855 and 1862.	2,500	Do.	130	70	Do.	1904.	—
High Holborn at Nos. 107 to 113.	Do.	Gross, 29,850 Net, 16,650	Do.	180	70	Paving works have been commenced.	Early in 1904.	About 20
Wandsworth-road, Lambeth.	London County Council (Improvements) Act, 1899.	Gross, 63,000 Net, 55,000	The whole cost to be paid out of the County fund.	800	60	Completed.	—	23
Kensington High-street.	Do.	Gross, 405,000 Net, 87,500	Kensington Borough Council to contribute one-third of the net cost. (The Commissioners under the London Government Act, 1899, issued a scheme transferring to the Kensington Borough Council the liability of the City of Westminster under the special Act to contribute £5,000.)	600	60	Paving works in eastern section of improvement completed. Paving works in western section to be commenced shortly.	Middle of 1904.	134

Locality.	Parliamentary authorisation.	Actual or estimated cost.	How cost paid.	Length of improvement.	Average width of improvement.	Present condition of improvement.	When completion expected.	Number of persons of the working class displaced or to be displaced.
		£		Ft.	Ft.			
Thames-embankment extension and Westminster improvements at Millbank.	London County Council (Improvements) Act, 1900.	Gross, 1,321,750 Net, 586,000	Westminster City Council to contribute £100,000; H.M. Government to give up land needed for widening part of Abingdon-street, and to surrender a very small part of the Victoria Tower garden; owners of property benefited by the improvement to contribute.	1,500	70	Initial valuation for "betterment" has been made. Rehousing scheme has been approved. Nearly all purchases completed of property required for reinstatement of hydraulic power and electric light stations. Section north of Smith-square being dealt with. All claims settled for block bounded by Millbank-street, Wood-street, Great College-street and Little College-street.	About 1905 or 1906.	2,242
Mare-street, Hackney.	Do.	Gross, 660,750 Net, 576,100	Hackney Borough Council to contribute one-fourth, not exceeding £125,000, of the net cost.	3,500	70	The rehousing scheme has been approved. Paving works in section north of Morning-lane have been practically completed. Section between Morning-lane and Darnley-road about to be commenced. Remainder of improvement will be proceeded with when sanction to the demolition of property has been obtained.	Early in 1905.	409
Goswell-road.	Do.	Gross, 227,800 Net, 209,500	Finsbury Borough Council to contribute £20,000.	1,600	60	The rehousing scheme has been approved. Paving works in section north of Compton-street about to be commenced.	End of 1904.	76
**St. John-street, Clerkenwell.	Do.	Gross 92,400 Net 79,400	The Council on 29th Oct., 1901, agreed to relieve the tramways account for the present from liability to contribute half the cost of acquiring property and whole cost of tramway works, but the liability is to revive if the proposed tramway is a source of profit.	450	60	Rehousing scheme has been approved. Paving works have been commenced.	Early in 1904.	79
||Archway-road, Islington.	Do.	Gross, 6,000 Net, 6,000	Charge for street improvement to be limited to one-half the net cost of the necessary property. The remainder of the cost to be charged to the tramways account.	350	60	Most of the claims settled. Paving works will be commenced shortly.	Middle of 1904.	—
Kentish-town-road.	Do.	Gross, 10,450 Net, 10,450	St. Pancras Borough Council to contribute such a sum as will amount to the cost of the paving works excepting the paving of the space occupied by the tramway.	350	60	All claims settled. Paving works have been postponed pending the reconstruction of the tramway.	Do.	—
Nine Elms-lane.	Do.	Gross 174,100 Net 160,300	Battersea Borough Council to contribute £15,000.	2,800	50	Paving works have been completed in part of improvement at Wandsworth-road. Negotiations for purchase of remaining property are proceeding.	End of 1904.	69

Locality.	Parliamentary authorisation.	Actual or estimated cost.	How cost paid.	Length of improvement.	Average width of improvement.	Present condition of improvement.	When completion expected.	Number of persons of the working class displaced or to be displaced.
§ Battersea-rise.	London County Council (Improvements) Act, 1900.	£ Gross 47,240 Net 44,240	Battersea Borough Council to contribute £7,500. The whole cost of paving and other works to be charged to the tramways account, and also such a sum as will with the contribution of the Battersea Borough Council make up one-third of the net cost of property.	Ft. 1,200	Ft. 50	Paving works have been commenced.	Early in 1904.	27
|| Blackheath-road, Blackheath-hill and New-road.	Do.	Gross, 41,200 Net, 39,700	Charge for street improvement to be limited to one-half of the net cost of the necessary property. The remainder of the cost to be charged to the tramways account.	700	55	Nearly all claims have been settled. Paving works will be commenced shortly.	Middle of 1904.	33
High-street and Gardener's-lane, Putney.	Do.	Gross, 48,030 Net, 36,030	Council to undertake improvement and to contribute one-half of the net cost of the widening of High-street, and one-fourth of the net cost of the widening of Gardener's-lane; the Council's total contribution not to exceed £15,000.	500	50	Nearly all claims have been settled. Paving works will be commenced shortly.	Do.	57
Old-street between Hoxton-street and No. 341, Old-street	Metropolis Local Management Acts, 1855 and 1862.	Gross, 14,250 Net, 14,250	Shoreditch Borough Council has been asked to contribute.	240	60	Arrangements are being made with the Receiver of Police for the acquisition of the necessary land. The Council has sanctioned a payment to the Receiver of Police of £12,000 on account.	Do.	—
Central-street, St. Luke.	London County Council (General Powers) Act, 1901.	Gross, 88,250 Net, 84,750	Finsbury Borough Council to contribute £15,000; and owners of property benefited by the improvement to contribute.	900	50	Nearly all claims have been settled. Initial valuation for "betterment" has been made.	End of 1904.	420
Brixton-road ...	Do.	Gross, 13,200 Net, 13,200	Whole cost to be charged to account of the improvement.	600	70	Completed.	—	—
**† Red Lion-street, South-street, Garratt-lane, Defoe-road, & High-street, Tooting (re-named Tooting High-street).	London County Council (Tramways and Improvements) Act, 1901.	Gross, 286,620 Net, 273,950	Wandsworth Borough Council to contribute one-third, not exceeding £91,316, of the net cost; and £63,000 to be charged to the tramways account.	13,200	54	Negotiations for purchase of property are proceeding. Scheme for rehousing on site in York-road approved.	End of 1904.	189
** Merton-road (re-named Tooting High-street).	Do.	Gross, 40,000 Net, 23,000	Wandsworth Borough Council to contribute one-third, not exceeding £9,333, of the net cost.	600	54	Do.	Do.	
** Camberwell-New-road.	Do.	Gross, 53,000 Net, 52,000	Camberwell Borough Council to contribute £5,000.	300	60	Negotiations for purchase of property are proceeding.	Do.	
** Harleyford-street, Lambeth.	Do.	Gross, 16,900 Net, 16,900	Whole cost of improvement to be charged to the tramways account.	400	60	Completed.	—	—
Cambridge-road, Bethnal-green.	Metropolis Local Management Acts, 1855 and 1862.	Gross, 50,000 Net, 48,600	Bethnal-green Borough Council to contribute one-fourth, not exceeding £12,500.	740	70	Paving works have been commenced.	Early in 1904.	117

Locality.	Parliamentary authorisation.	Actual or estimated cost.	How cost paid.	Length of improvement.	Average width of improvement.	Present condition of improvement.	When completion expected.	Number of persons of the working class displaced or to be displaced.
* * †† Fulham palace-road, High-street and Church-street.	London County Council (Tramways Improvements) Act, 1902.	Gross, 129,226 Net, 92,602	Fulham Borough Council to contribute one-third, not exceeding £30,000, and one-third to be charged to the tramways account.	Ft.	Ft.	Negotiations for purchase of property are proceeding. Arrangements are being made for rehousing.	End of 1904.	223
* * Queen-street, Hammersmith.	Do.	Gross, 4,810 Net, 4,810	Hammersmith Borough Council to contribute a sum at present estimated at £1,416, and £1,976 to be charged to the tramways account.	2,600	High-street 60 Remainder 50	Negotiations for the purchase of property will be commenced shortly.	Do.	—
** Denmark-hill, Champion-park, Grove-lane, Dog-kennel-hill, Grove-vale and Lordship-lane	Do.	Gross, 119,900 Net, 114,590	Camberwell Borough Council to contribute one-third of cost of Camberwell portion; remainder of cost, including cost of Lambeth portion, to be equally divided between the account of the improvement and the tramways account.	6,500	Dog-kennel-hill 75 Lordship-lane 60 Remainder 54	Negotiations for acquisition of property have been commenced.	Early in 1905.	22
* * Queen's-road, Peckham.	Do.	Gross, 6,320 Net, 6,320	Camberwell Borough Council to contribute one-third of cost not exceeding £2,200.	800	54	Do.	End of 1904.	11
Hampstead-road	Do.	Gross, 245,500 Net, 226,500	St. Pancras Borough Council to contribute one-eighth; owners of property benefited by improvement to contribute.	350	80	Negotiations for purchase of property have been commenced. Preliminary steps for levying improvement charge have been taken.	End of 1905.	19
* * Wimbledon-road.	London County Council (Tramways and Improvements) Act, 1903	Gross, 5,300 Net, 5,300	Half the cost to be charged to the account of the improvement and half to the tramways account.	1,000	54	Terms arranged in nearly all cases.	End of 1904.	—
* * Brook-green-road and Scrubs-lane.	Do.	Gross, 64,200 Net, 64,200	Hammersmith Borough Council to contribute one-third and one-third to be charged to the tramways account.	3,000	50	Negotiations for acquisition of property are proceeding. Arrangements are being made for reconstruction of railway bridge.	End of 1905.	39
Piccadilly between Arlington-street and the Green-park.	Metropolis Local Management Acts, 1855 and 1862.	Gross, 45,000 Net, 45,000	Westminster City Council to contribute £4,000, and the company owning the adjacent property to contribute £2,000.	300	85	Terms arranged with freeholders, and most of the lessees. Parliamentary powers in respect of certain leasehold interests are being sought.	End of 1904.	—
Piccadilly between Sackville-street and Piccadilly-circus.	Do.	Gross, 209,500 Net, 209,500	Westminster City Council to contribute one-fifth not exceeding £40,000.	600	80	Negotiations for new leases are proceeding between the Crown and the P. & R. Syndicate. Completion of the improvement will depend upon the rebuilding operations on the site.	—	—
Sloane-street between Basil-street and Brompton-road.	Do.	Gross, 60,000 Net, 60,000	Chelsea Borough Council to contribute £20,000 and to undertake paving works.	180	60	Terms have been arranged in most cases.	End of 1904.	—
Total estimated cost		{ Gross £11,107,543 Net £5,329,639	about 10 $\frac{3}{4}$ miles	Total,			Total	12,193

* The Council on 8th November, 1898, charged the Improvements Committee with the duty of clearing and laying out this area, the sites set apart for working-class dwellings to be subsequently handed over to the Housing of the Working Classes Committee.

† The estimate of £285,250 was in substitution for the capital votes, amounting to £16,377 18s., approved by the Council in respect of widenings of Garratt-lane at the Allthorp-lodge estate, at Wimbledon-road, at Dunt's-hill, at the Wandale-house estate, at the Magdalen-college estate, at St. Andrew's-church, between Swaffield-road and Atheldene-road, and between Allfarthing-lane and Swaffield-road.

** In connection with tramway proposals.

|| In connection with light railway proposals.

§ The application to Parliament was for the widening of Battersea-rise, Wandsworth-common and West-hill, but owing to the opposition of the Wandsworth District Board the application was not proceeded with so far as the thoroughfares in Wandsworth were concerned.

†† The estimate of £129,226 was in substitution for the capital vote of £215 approved by the Council in respect of widening High-street, Fulham, at Nos. 18 and 20.

Statement showing the actual or estimated net cost to the Council of county improvements sanctioned and undertaken by the Council under statutory powers, the amount of contributions promised by the Council towards the cost of local improvements, and the amount of contributions paid to local or other bodies upon the completion of local improvements, during each financial year from March, 1889, to March, 1904; and the estimated net cost to the Council of county improvements in respect of which statutory powers are being sought.

Year of Council's sanction.	Actual or estimated net cost to the Council of county improvements sanctioned and undertaken by the Council under statutory powers.	Estimated net cost to the Council of county improvements in respect of which Parliamentary powers are being sought.	Contributions promised by the Council towards the cost of local improvements.	Totals of columns 1, 2 and 3.	Contributions paid by the Council upon the completion of local improvements (including payments in respect of certain improvements sanctioned by the Metropolitan Board).
	1	2	3		
	£	£	£ s. d.	£ s. d.	£ s. d.
1889-90	1,560	—	11,525 - -	13,085 - -	22,328 5 5
1890-91	155,127	—	4,781 13 4	159,908 13 4	22,013 14 2
1891-92	53,426	—	44,400 - -	97,826 - -	13,921 - 4
1892-93	396,205	—	14,127 10 -	410,332 10 -	6,138 12 4
1893-94	7,500	—	23,090 11 8	30,590 11 8	13,076 13 10
1894-95	6,845	—	20,450 - -	27,295 - -	21,214 16 -
1895-96	450,182	—	104,978 16 2	555,160 16 2	66,024 7 11
1896-97	763,805	—	257,141 19 11	1,020,946 19 11	31,103 5 6
1897-98	264,487	—	46,555 18 4	311,042 18 4	47,432 15 6
1898-99	943,700	—	96,533 17 3	1,040,233 17 3	50,334 13 4
1899-00	1,455,700	—	171,209 6 9	1,626,909 6 9	107,483 9 2
1900-01	451,785	—	195,984 11 5	647,769 11 5	9,256 7 5
1901-02	543,938	—	117,426 2 8	661,364 2 8	29,013 9 2
1902-03	102,096	—	19,837 10 -	121,933 10 -	20,764 18 2
1903-04	731,410	326,550	28,295 1 -	1,086,255 1 -	83,143 19 7
	£6,327,766	£326,550	£1,156,337 18 6	£7,810,653 18 6	£543,250 7 10

Note.—The cost of the six county improvements commenced by the Metropolitan Board and completed by the Council and not included in the foregoing return was £332,586.

Note.—In the foregoing return the amounts to be charged to the Tramways account in respect of street improvements in connection with tramway schemes have not been deducted.

Note.—It will be observed that since 1889 the Council has promised contributions towards the cost of local improvements undertaken by the local authorities amounting in all to £1,156,337 18s. 6d., but that sums amounting to only £543,250 7s. 10d. have been paid. This is owing to the fact that many of the improvements in question are still in course of execution by the local authorities concerned, and the time for payment of the Council's contributions has therefore not yet arrived.

WILLIAM DAVIES,
Chairman.

REPORT OF THE INDUSTRIAL AND REFORMATORY SCHOOLS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the re-constitution of committees, were as follows—

Chairman—Allen, A. A.		
Vice-Chairman—Goodrich, A. O.		
Bayley, E.	Parkinson, W. C.	Rotton, Lt.-Col. A.
Crooks, W.	Phillimore, R. C.	Wightman, W.
Mullins, W. E.	Pope, W.	

The following is a statement of the expenditure of the Committee for the year ended 31st March, 1904—

EXPENDITURE OF COMMITTEE.			
<i>Capital Account.</i>			
			£ s. d.
Feltham Industrial School—New workshops			146 3 11
Lowestoft Shipping Agency—Erection			78 - 3
Total			£324 4 2
<i>Maintenance Account.</i>			
Feltham Industrial School—			
Gross expenditure	£16,625	4 2	
Deduct—Government grant, contributions for maintenance, sale of farm produce, and other receipts	3,586	6 9	
			13,038 17 5
Mayford Industrial School—			
Gross expenditure	5,016	14 -	
Deduct—Government grant, contributions for maintenance, sale of farm produce, and other receipts	2,412	3 9	
			2,604 10 3
Payment to certified industrial and reformatory schools for the maintenance of London children			5,467 6 3
Total net expenditure on Maintenance Account			£21,110 13 11

These figures are exclusive of DEBT CHARGES, which for 1902-3 were approximately as follows—

	Debt outstanding.		Debt charges 1902-3.		
	31st March, 1902.	31st March, 1903.	Interest.	Repayment.	Total.
Industrial Schools	£ 9,393	£ 11,214	£ 302	£ 230	£ 532

These figures, however, relate only to the expenditure by the Council since 1st April, 1889. The Feltham and Mayford Schools were taken over from the former Counties of Middlesex and Surrey at agreed valuation amounting to £76,471 and £17,922, respectively, and these sums were brought into account in the financial adjustments between London and the other counties concerned.

NOTE.—No charge is included in the above statement in respect of the salaries of officials at the central offices whose time is partly engaged in work connected with the industrial schools.

LEGISLATION.

The principal legislation during the past year affecting juvenile offenders in London is the Education Act, 1903. By this Act the powers and duties lately exercised by the School Board for London are transferred to the Council; and the Council will, therefore, be, after the 1st of May, 1904, the sole authority for London, exclusive of the City, for dealing with ordinary industrial school cases, and the authority, including the City, for dealing with the class of offender eligible for detention in a day industrial or truant school.

The Act remedies the previous overlapping of duties, and will, it is hoped, be the means of effecting economies both in the management of the Council's schools at Feltham and Mayford and of those to be taken over from the School Board.

PRECAUTIONS AGAINST FIRE AT SCHOOLS.

Arising out of the fire at Eton College in June, 1903, at which a serious loss of life occurred through the windows of the dormitories being barred, and a fire at a subsequent date at an industrial school, a communication was received from the Home Office asking what precautions were taken to guard against such an occurrence at the Council's schools.

The subject has received serious attention on several occasions, and steps have been taken which will result in providing adequate protection against fire and ample means of escape for the inmates of the schools.

FELTHAM SCHOOL.

Admissions and discharges.

The number of boys admitted to the school from 1st January to 31st December, 1903, was 185, of whom 129 were boys committed under the Public Acts relating to industrial schools, and 56 under the Middlesex Industrial Schools Acts, which are the Local Acts under which Feltham School was established. During the same period 137 boys have been discharged, and 117 sent out from the school on licence to employments of various kinds. The daily average of boys in the school during the year was 320. The number of boys in the school on 31st December, 1903, was 354. The admissions of public or ordinary industrial school cases still show an increase. This will eventually help to reduce the cost per head, as a grant is received from the Treasury in respect of those admissions, whilst no grant is received in the case of boys committed under the Middlesex Industrial Schools Acts. The number of admissions to the school during the year showed an increase over the preceding year of 73 boys.

With regard to the offences for which boys were committed there has been a gradual reduction in felony cases. In the year under review 55 per cent. of the boys admitted had been associated with thieves or had been guilty of felony. In the preceding year the proportion was 71 per cent., and in the year before that 87 per cent. The proportion of wanderers, uncontrollable, and beggars has, however, largely increased.

Education.

The educational side of the school has considerably improved. The general standard reached is "good" as compared with "very fair" last year.

Industrial training.

His Majesty's inspector, in the report of the visits made by him to the school in June and December last, makes the following remarks on industrial training—

"Drawing has maintained generally the progress made last year. The teachers understand their work, and should not rest until the schoolroom drawing at least equals the fine draftsmanship to be seen in the shops.

"Manual instruction is quite first rate.

"In the nautical section are to be seen the usual classes at bends and hitches, knots and splices (in wire as well as hemp), and palm and needle. On the "Endeavour" the boys furled a sail smartly, and answered readily questions on the different parts of the ship, the leadline, compass and lights. The sea-cooking class is an excellent one, and is following out a scheme of the Council's Technical Education Board.

"The trade shops, shoemakers, carpenters, painters and bricklayers continue to be models of what such shops should be; and the tailor's shop is now on a level with the others. The new engineer's and whitesmith's shops are making good progress. Arrangements were made during the year for the shops to be examined by the City

and Guilds of London Institute, and the reports on them will serve at once as a stimulus and a corrective.

"On the farm lectures on stock have been given by the superintendent.

"The band is in excellent form.

"In addition, mention should be made of such auxiliary training grounds as employment in the gas works and the charge of machinery."

Nearly all the trade shops have been examined by inspectors sent by the City and Guilds Institute; and the reports received from the examiners have been very satisfactory. Paper-hanging has been added to the subjects taught in the painter's class; and the new trade shops referred to in the report of His Majesty's inspector were opened during the year. These shops have been erected by school labour at the cost of about £1,000. The shops comprise a bricklayer's classroom and brick-cutting room, lecture room for the use of the engineer and blacksmith's boys, and a room provided with forges and fittings, which is also adapted for the teaching of the trade of a whitesmith. The cost of the internal fittings of the shops amounted to £77 4s. 3d.

Health of school.

The general health of the boys has been excellent, and compares most favourably with any school in the kingdom. One boy died of septic pneumonia following an operation which had been performed in the hope that it would save his life.

Athletics.

Athletics still take a prominent position in the school. In cricket the boys ranked second in the competition for the Home Office cup. In football, however, they have not been so successful. The number of boys that passed in swimming exceeds that of last year.

Conduct of boys.

With regard to the conduct of the boys the chaplain says in his report—

"After 12 years' experience as your chaplain I do not think that the general tone of the school was ever better than it is at present. The bearing of the boys is frank and open, and there is an entire absence of anything like cringing or fear or of that hang-dog look which is sometimes seen amongst children brought up in a large institution. There are fewer exhibitions of sulky temper and sullenness, marked features amongst London children of a certain type; in addition to this there is a great diminution in the number of grave offences and a remarkable absence of cases of absconding. When an absconding does take place it is usually a poor little home-sick new boy, who has not quite got accustomed to his surroundings. It must be borne in mind that there is absolutely nothing to prevent boys running away, if they have a mind to do so, as there is much liberty, and boys are trusted to go about quite unattended. Owing to the improved conditions under which the boys live, there is a general feeling of contentment, and in no school in the kingdom are boys better provided for. The constant uttering of the parents when they visit the school is, 'How well and happy my boy looks, I can see that he is well cared for.'"

Religious training.

Eighty-one boys were confirmed by the Bishop of Kensington, who expressed himself as being very much pleased with the demeanour of the boys, the heartiness of the service, the quietness and attention with which his addresses were listened to, and, in fact, with all that he saw and heard.

The school has been examined by the Diocesan inspectors in scripture knowledge, who reported as follows:—"The work during the past year has been thoroughly and skilfully done; the teachers evidently have a high and practical aim in view. The boys in each class were very orderly and showed unusual interest in their lessons, and the general tone of their answering was most satisfactory."

Management.

Some economies have been effected in the management of the school, and the cost per head has been slightly reduced.

Steps have been taken to effect a greater economy in the quantity of gas used at the school, and some time ago meters were placed in the quarters of certain officers, with a view to providing a check against the excessive use of gas. The result has been satisfactory, and meters are now fixed in all the quarters of the officers at the school. At a later date it will be possible to report the economy effected.

Annual inspection.

The annual inspection was held on 18th July. Unfortunately, the day was very wet, and the programme had to be considerably curtailed. The indoor portion of the programme was carried out very efficiently, and Admiral Sir Nathaniel Bowden Smith, who gave the prizes away, made a most inspiring address to the boys.

MAYFORD SCHOOL.

Admissions and discharges.

The number of boys admitted to the school during the year was 80. The number discharged or licensed during the same period was 40. 16 were transferred to Feltham School for sea training. The daily average of boys in the school during the year was 172. The cost per head for maintenance of the boys has been reduced to £27 17s., as compared with £30 3s. 9½d. last year.

Education.

The general standard of education may be considered as good.

Industrial training.

His Majesty's inspector, in the report of the visit made by him to the school in June last, makes the following remarks on industrial training—

"Drawing has received careful attention. The manual instruction deserves commendation, and it is to be hoped that advantage will this year be taken of the provision for earning a grant by boys from the fourth standard.

"In the carpenter's shop some excellent work was shown. The remarks on the shoemaker's department made in last year's report apply equally to-day. He certainly makes the most of the boys, though they are, perhaps, among the most intelligent in the school.

"Practical work only has been done in the tailor's shop owing to smallness of numbers. The farm, garden and mending classes are the remaining industrial departments. There is but a small band which is not on a level with those in the best schools. It might well be treated as a regular trade as at Feltham."

The question of treating the band as a regular trade was engaging attention at the time of the visit of His Majesty's inspector, and the band is now so treated.

Religious instruction.

With regard to religious instruction the Diocesan inspector reported that careful and earnest teaching had produced capital results; that he was pleased with the ready and intelligent knowledge shown by the majority, and with the evidence of a reverent handling of the subjects, and that the upper division was a particularly good class.

Twenty-six boys were confirmed and eight baptised.

Health of school.

The general health of the school has been excellent, and notwithstanding the large number of very young boys admitted there have been no cases of infectious disease, such as diphtheria, scarlet fever, measles, etc. In the event, however, of an outbreak of any of these diseases, as arrangements could not be made at the school for the proper isolation of such cases, an agreement has been entered into with the Guildford, Godalming and Woking Joint Hospital Board to receive cases up to the number of 10 upon payment of a sum of £2 2s. a week for each case admitted and whilst detained at the hospital.

Staff.

Some alterations have been made in the classification of the staff. Early last year it was found necessary to reduce the age limit for admission of boys to the school from 10 to 7 years, and consequently there are in the school very many young boys. It was therefore considered that a lady teacher would be more suitable than a male teacher for instructing the boys in the lower standards, and as one of the schoolmasters resigned, the opportunity was taken to appoint a lady teacher at a salary of £100 per annum, rising to £120, with a mid-day meal free of charge. The arrangement so far has worked well, and, in addition, an economy has been effected in the management of the school.

The Council also decided to combine the offices of bandmaster and gymnastic and swimming instructor, and to appoint an officer who should give his whole time to the duties of the office. Previously the duties had been performed by visiting instructors, the band receiving lessons on five afternoons a week and the gymnastic class two lessons a week. The Council was able to obtain a suitable officer at a salary of £2 a week, and the band is rapidly improving under the new arrangement, which was effected without any additional cost to the school.

Lighting of school.

Improvements have been made in the lighting of the school, which used to be by gas manufactured on the premises. The system had several disadvantages, the most important of which were the highly inflammable and dangerous nature of gasolene, the liquid used in the manufacture of the gas, and the uselessness of the gas other than for lighting purposes. The Woking Gas Company offered to extend their main, the cost of which work they estimated at £500, if the Council would agree to take a supply of gas for a period of 10 years at the current rate, which at the present time is 4s. 3d. per 1,000 cubic feet, with a guaranteed minimum annual payment of £150; credit to be given, however, in calculating this payment, for gas purchased by any new customers drawing supplies from the new length of main. Roughly speaking, the old system of lighting, including officers' time in attending to the apparatus, but exclusive of any allowance for wear and tear of plant, cost the Council about £170 a year, and the plant, which had been in use at the school since 1886, was beginning to show signs of wear, and there was little doubt that in the near future it would require extensive repair, if not actual renewal. The offer being considered an advantageous one, was accepted by the Council, and as it is not probable that at any time gas to the value of £150 will be used, it is proposed to economise coal by using gas for cooking purposes which will help to reduce to a minimum the amount which the Council may be called upon to pay in discharge of the guarantee.

Annual inspection.

The annual inspection of the school was held on 20th June, and although the weather was not all that could be desired there was a very good attendance of the public. Marked improvement was shown in the swimming, and notwithstanding the fact that tuition in methods of saving life had not long been given at the school the display was very creditable. The gymnastic display and physical training exercises were admirably carried out, and the boys thoroughly enjoyed the sports. Mrs. Bircham, of Beech-hill, Woking, kindly distributed the prizes, among which were some specially provided by herself.

SCHOOL AGENCIES.

Fishing Smack Agency.

The number of shipments from Lowestoft for the year ended 31st December, 1903, was 64, of which 6 were first shipments, as against 60 and 15 respectively in 1902.

The new premises provided by the Council for the accommodation of the smack boys continues to give satisfaction, and will no doubt be very extensively used in connection with additional schools which will come under the charge of the Council.

Cardiff Shipping Agency.

From the Cardiff agency for shipping boys in the merchant service 115 boys were shipped, as against 105 in 1902 ; the number of first shipments was 20, as compared with 19 in 1902. These figures are for the year ended 31st December, 1903.

Llandilo Agency.

There were 75 boys received at the home at Llandilo during the year ended 31st December, 1903, and provided with situations in Wales. In 1902 the number was 49.

This agency continues to afford a satisfactory outlet for the Council's boys. A sub-committee which visited Wales, in reviewing their experience whilst there, reported as follows—

"We cannot conclude our report without saying how convinced we are of the good work being done for our boys in Wales and the credit they are to our schools. There is little doubt that the majority are thoroughly happy and contented in their situations, which fact is due very largely to the kindly way in which they are treated by the farmers. More than once a boy was spoken of as 'one of the family,' and we have known cases where boys have refused situations offered to them with higher wages for the simple reason that they wished to remain with their employers who had always been considerate towards them, but who unfortunately were not in a position to offer better wages. Thrice we found that the farmer had started the lad employed by him with stock of his own, a sheep and a lamb or two, thus giving him a real interest in his work. Another very satisfactory feature is the general inclination shown by the boys to remain in Wales. In the earlier days of the agency boys were continually returning to London at the expiration of their terms of detention, although some of them afterwards went back to Wales. The spirit of unrest, however, seems to be disappearing, and our agent estimates that at the present time there are over 300 boys (including time-expired ones) in Wales from our schools, while there is reason to believe that many others whom he has lost sight of are working in the mines. During our visit it afforded us much pleasure to observe the degree of regularity with which the boys attended religious services, either at church or chapel."

LONDON CHILDREN AT SCHOOLS OTHER THAN THE COUNCIL'S.

There were on the 31st of December, 1903, 616 London boys and girls towards whose maintenance in schools other than the Council's the Council contributes. These included 455 boys in reformatory schools, and 41 in industrial schools, and 59 girls in reformatory schools, and 61 in industrial schools.

A. A. ALLEN,
Chairman.

REPORT OF THE INEBRIATES ACTS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—G. A. Hardy.

Vice-Chairman—G. Lampard.

Alliston, F. P.

Collins, Sir W. J., M.D.

Cooper, G. J.

Forman, Dr. E. B.

Yates, W. B.

Hunter, T.

Shrubsall, G.

EXPENDITURE OF COMMITTEE.

The following is a statement of the expenditure of the Committee for the year ended 31st March, 1904—

Capital Account.

	£	s.	d.
Farmfield Reformatory—Capital expenditure during year ...	£5,626	—	10
(The total capital expenditure to 31st March, 1904, was £44,704 16s. 10d.)			

Maintenance Account.

Farmfield Reformatory—	£	s.	d.
Payments ...	5,836	3	1
Receipts—	£	s.	d.
Government grant ...	2,590	11	1
Contributions from relations	19	10	—
Sale of farm produce, etc.	871	15	5
	3,481	16	6
Payments to other certified inebriate reformatories for maintenance of		2,354	6 7
London inmates ...		1,083	11 —
General incidentals and printing ...		35	13 11
Net expenditure on maintenance account, excluding debt charges		3,473	11 6

FARMFIELD.

The Council took possession of Farmfield on 8th February, 1900, and proceeded at once to adapt the existing buildings for the accommodation of 30 patients. The number was subsequently increased to 33. The necessary staff having been appointed, duty was commenced on 28th August, 1900, the two first patients having been admitted on that date. The whole of the accommodation for patients for which Farmfield was certified was taken up by the end of 1900, and we found ourselves obliged to refuse cases. We were, however, so impressed with the absolute necessity of providing additional accommodation that we felt justified in recommending the Council to incur further expenditure in this direction at a cost of £22,900, and the present new buildings were erected.

The plan of building adopted, after careful consideration of different schemes, was for a central administration block in communication with four surrounding blocks, each to accommodate 20 patients. Each of these surrounding blocks is complete in itself, equipped with kitchen and bath-room accommodation, and a compound for open-air exercise for the patients. One of the blocks is sub-divided into two sections, each to accommodate 10 patients, and complete in itself. Scope has thus been provided for the application of a system of classification, which our experience has shown to be a necessity in dealing with the patients.

The new buildings were opened on 26th August, 1902, and the staff and patients entered into occupation on that date. The certificate granted by the Secretary of State allows of the reception of 80 additional patients, so that there is at present accommodation for 113 female inebriates at Farmfield.

The work of erecting a gate lodge, and gates, and cottages, for the farm staff has been completed and the staff are now in occupation. The cost of these buildings amounted to about £2,526.

The work in connection with a new scheme for the disposal of the sewage is nearing completion. It will be remembered that the method originally adopted for dealing with the matter was that known as the conder ferrometer system. This, however, proved to be unsatisfactory, and we considered various other schemes for dealing with the sewage. The most satisfactory scheme from our point of view would have been to discharge the sewage into the Reigate Rural District Sewage Farm. We accordingly asked the district council if they would take the sewage from the boundary of the Farmfield estate to the sewage farm, but they declined to entertain the application. The Council upon our recommendation thereupon gave instructions for an application to be made to the Local Government Board for an order compelling the district council to provide sufficient sewers for the effectual drainage of that part of the district in which the Farmfield estate is situated. Before proceeding with this application against another public body, however, we thought it well to further consider the matter, and as a result we came to the conclusion that the proper course would be for the Council to formulate a scheme of its own for the disposal of the sewage. The method we have adopted is that known as the bacterial or coke-bed treatment. The constructional works include the formation of a new sump tank, the connecting up of the present sewage system with the new system, the provision of two new contact beds, the provision of pumping machinery, and certain minor works. The estimated cost of the work is £650.

Farm.

In a previous report we pointed out that the land at the time of the purchase was in a very poor condition, and bore evident traces of a long continued period of bad farming. Under expert treatment the land has considerably improved, and very good results are now shown. The farm account in 1901 showed a loss of £152 13s. 1½d., but for the year under review the account shows a surplus of £51 2s. 3d.

The sale of surplus stock has from time to time been effected at very good prices, partly to the public and partly to other institutions of the Council.

The patients have rendered a great deal of useful assistance in the farm and dairy work, and many of them are energetic and willing workers.

Staff.

Miss C. L. Cater, who was promoted to be lady superintendent on the resignation of Mrs. Mathios, resigned her appointment in September, 1902. Miss L. Muir, who, on the promotion of Miss Cater, was appointed assistant superintendent, resigned her appointment in August, 1902. These vacancies were filled by the appointment in July of Miss E. Forsyth and Miss A. H. Hopkins as lady superintendent and assistant superintendent respectively.

The classification of officers, etc., adopted by the Council on 13th March, 1903, has been amended in several particulars.

The class of probationers as part of the staff has been discontinued. This class, which was limited to four officers, was instituted for the purpose of training young persons in the duties relating to the treatment and care of inebriates, with a view to subsequent appointment, if efficient, on the permanent staff. A trial of the system has shown that youth and inexperience militate seriously against the usefulness of the class, and in future we propose to recommend the appointment of older and more experienced women as assistant sisters.

A visiting officer has also been appointed whose duties we refer to in another part of this report. The staff has been so reorganised as to avoid the necessity of the appointment of an additional officer for this purpose.

We have also abolished the position of cook, and placed the kitchen under the charge of a sister who is qualified to give instruction in cookery.

The scheme of classification, etc., at present stands as follows—

Title.	Pay.	Allowances.
Superintendent	£150 per annum...	Board, lodging, washing, coal, light and medical attendance.
Assistant superintendent	£60	Board, lodging, washing, coal, light, medical attendance and indoor uniform.
Medical officer	£120 per annum	No allowances.
Chaplain	£50 per annum	Ditto.
Night sister	£35, to rise by £2 10s. per annum to £45	Board, lodging, washing, coal, light, medical attendance, and indoor uniform.
Visiting officer	£30, to rise by £2 10s. per annum to £40.	Ditto.
Sick room sister	£30 to rise by £2 10s. to £40 per annum	Ditto
Work room sister	Ditto	Ditto.
Laundry sister	Ditto	Ditto.
Dairy sister	Ditto	Ditto.
Cookery sister	Ditto	Ditto.
5 charge sisters (one for each block)	Ditto	Ditto.
9 assistants	£20, to rise by £1 per annum to £25	Ditto.
2 housemaids	£16, to rise by £1 per annum to £18	Ditto.

Employment of patients.

It may perhaps be useful to new members of the Council to recapitulate the manner in which patients employ their time whilst at the reformatory. The patients are engaged in making their own clothing and outfits in anticipation of the time when they may be licensed out to employment; also in housework, and laundry-work, and in occupations connected with the farm and garden where light employment can be found for them in summer and dry winter weather. Weeding, hoeing, gardening, clearing fruit trees of slugs and other vermin, haymaking, dairying, wood collecting, and breaking up and distributing molehills are occupations which at different periods of the year afford useful employment. Arrangements have also been made for carrying out at Farmfield the repairs to the clothing, etc., of the boys at Feltham Industrial school. We have also arranged for a part of the laundry work for the central offices of the Council to be done at Farmfield, and it may be found desirable, at an early date, to submit proposals to the Council for the extension of the laundry accommodation in order to enable the patients to carry out all the work of this nature for the central offices.

It is found difficult to teach women of mature age trades which will be of use to them on leaving the institution. We are therefore considering what additional employment can be found for the patients; and, apart from the occupations already referred to, it may be possible to give instruction in lace-making and spinning, as we are of opinion that a knowledge of these industries would be very useful to the patients.

Experience with regard to inmates.

Our attention has again been directed to the unsatisfactory nature of the cases sent to Farmfield. Although of the 54 cases admitted during the year only 11 are returned as of no occupation, it really does not indicate the true state of affairs. Many of those returned under specified occupations would be more correctly described as of no occupation, having neglected their trades through habitual drinking. Of these admissions the lady superintendent says "whilst a few are of a fairly respectable class, the majority are degraded to the lowest depths by drink and the immoral lives they have led. The chance of success with the latter class of case is very small indeed, and until a better type of woman is sent to Farmfield our percentage of good results is certain to be small."

There are, at the present moment at Farmfield, a number of moderately troublesome cases not likely to profit by reformatory treatment. These patients, however, undoubtedly exercise a disturbing influence upon the more hopeful patients. They certainly do not come within the class meant to be sent to a State reformatory, which is intended for unmanageable cases, and the other alternative, viz.:—discharge on the streets, would seem unwise for many reasons; but the problem what to do with this class of case is a difficult one to solve. It has been suggested that these irreformable patients should be kept at the minimum of expense in institutions a little better than prisons; whilst on the other hand it is suggested that repeated terms of imprisonment should be

resorted to as a means of reform. These difficulties were anticipated, for the Departmental Committee appointed to advise the Secretary of State upon the regulations to be made under the Inebriates Acts in making their report said: "It is a serious and difficult question, how to deal with inebriates on whom reformatory treatment shall prove to have no curative effect. Only experience can show how numerous this incurable residuum will prove to be." Experience has since been gained on the point, and it would seem that the time has now arrived when the State should take the matter into serious consideration.

The classification of patients is another of the difficulties with which the lady superintendent has had to contend, and in her report she calls attention to the necessity for a receiving home for all new patients. In designing the new buildings at Farmfield scope was provided for the application of a scheme of classification, but the institution has filled so quickly that proper classification has been rendered almost impossible. Even had this not been so it is doubtful whether the present system of admission to the reformatory would permit of successful classification. Under that system patients are received on history sheets often lacking in important particulars, and the information supplied is insufficient at times to enable the superintendent to form a reliable opinion as to how the patient should be classed. The new patient, therefore, is moved from block to block until her proper level be found, and during this transition stage she is often the cause of unsettling patients who have commenced to benefit from their detention. This seriously interferes with the successful working of the institution, and remedial measures are engaging our attention.

During the summer of last year there were many cases of breaches of regulations. In the earlier cases legal proceedings were taken, and short terms of imprisonment were inflicted for these offences; but experience proved that imprisonment for this offence failed to act as a deterrent, it having been noticed that the principal offenders were those who may be described as turbulent and irreformable, and who seem to welcome prison life as a change from the routine of ordinary reformatory treatment. From our observations we feel sure that detention at a State reformatory for inebriates is more feared by this class of inebriates than even a long term of imprisonment, and we are of opinion that were it known to such patients that misbehaviour would result in transfer to a State reformatory, a check would be placed on their inclination to break the regulations.

We have placed our views on the subject before the Secretary of State in the hope that the regulations may be so amended as to provide that a breach of the regulations shall entail transfer to a State reformatory in lieu of possible imprisonment after conviction.

Licensing and discharge of patients.

Of the 22 patients licensed during the year, 11 relapsed, and were brought back to the institution. The remaining 11 are doing well. Of the 22 patients discharged 8 have relapsed, 4 are known to be doing well, one has died, and 9 have been lost trace of. It may be assumed that the majority of the last-mentioned cases are doing well or they would no doubt have again fallen into the hands of the police, and would have been reported to us.

After-care of patients.

The period immediately following discharge is the most critical one for our patients, the first few months of liberty being those in which relapse is most likely to occur and, therefore, a period which should be safeguarded by some strong influence. We accordingly arranged with the Church Army to receive into their homes patients who had no respectable friends to live with. We have also recently adopted a more organised system of visiting the patients when away from the reformatory, and an officer, who has had experience in this kind of work, has been appointed whose sole duty it is to keep in touch with the patients sent from the reformatory, make inquiries as to the most suitable employment for them, and accompany them to their situations.

This arrangement will, we hope, ensure that patients shall be provided with suitable employment and we trust that it will be of assistance to some of those patients who, on leaving, have every intention of leading proper lives but who, being without home or friends, sometimes fail merely from a feeling of loneliness and neglect.

Maintenance of patients.

A very satisfactory feature in connection with the year's working of the institution is the reduction in the cost per head for the maintenance of patients. In 1902 it amounted to 28s. 6d. per week, but for the year under review it has been reduced to 19s. 11½d. per week.

Certain work has been carried out for other branches of the Council's service, and had we been allowed to charge current prices instead of only out-of-pocket expenses, the cost per head would still further have been reduced. The Council, however, in another branch of its service derives the benefit of the arrangement. We refer to certain laundry work executed for the central offices and mending work for Feltham school, the latter having formerly been carried out at the St. Joseph's Reformatory at Ashford.

The value of the work executed for the year at the current rate would have amounted to £79 6s. 8d. We were, however, only allowed to charge £10 17s. 6d.

SECRET SYSTEMS OF CURE.

Our attention having been directed to several secret systems of cures for inebriety, we have taken advantage of opportunities afforded us of hearing the views of certain gentlemen connected financially and otherwise with the systems. As our investigations in the matter are not yet complete we consider that it would be unwise to report on the subject at present, and we simply mention the fact in order that it may not be inferred that we are overlooking this side of the question.

REFORMATORIES UNDER CONTRACT TO RECEIVE LONDON CASES.

The managers of the St. Joseph's Inebriates Reformatory, Ashford, having given notice of their intention to discontinue receiving at that institution Roman Catholic women committed from the

county of London, we have arranged with the National Institutions for the Cure of Inebriety to take women committed from the London courts at Lewes and other reformatories, without limitation as to religious opinion at the rate paid to the managers of the St. Joseph's Reformatory. This arrangement is an advantageous one, inasmuch as it will enable the Council not only to deal with the Roman Catholic cases, but also to call upon the managers of the institutions above referred to, to receive any Protestant women for whom accommodation cannot be found or whom it may be deemed unadvisable to receive at Farmfield.

MALE INEBRIATES.

It will be remembered that recently the Council entered into a contract with the Church Army for the reception of male inebriates at their reformatory at Newdigate. The Church Army have, however, now intimated their intention to discontinue this branch of their work at the end of June, and have accordingly determined their contract with the Council as from 30th June, 1904. The necessary steps are being taken to provide accommodation for male inebriates committed from the county of London.

RETREATS.

No new retreats have been licensed by us during the year, and at the present time there are only two of these institutions in the county of London, viz., one for 10 women at Dulwich, and one for 14 women at Wandsworth.

G. A. HARDY,
Chairman.

REPORT OF THE LOCAL GOVERNMENT AND TAXATION COMMITTEE.

The members of the Committee at the beginning of March, 1904,] previously to the re-constitution of committees, were as follows—

Chairman—H. W. W. Wilberforce.
Vice-Chairman—W. C. Johnson,

Bell, Sir W. J.
Bliss, Sir H. W.
Cleland, J. W.
Cooper, G. J.
Cousins, J. Ratcliffe

Lewis, J.
Napier, T. B.
Robinson, Sir F. L.
Webb, Sidney

Welby, Lord
Wightman, W.
Williams, Rev. C. Fleming
Yates, W. B.

The following are the subjects which come under the consideration of the Committee—

The systems of local taxation and local government in London and matters connected with Imperial and local taxation which affect London; alterations or re-adjustments of boundaries in the administrative county; the division of parliamentary boroughs and divisions and county electoral divisions into polling districts for the purposes of parliamentary and county councils elections respectively; powers relating to the boards of guardians and poor law areas and other matters in regard to which powers were conferred upon the Council by the Local Government Act, 1894; proposals for roads to be declared main roads under the Local Government Act, 1888; all questions relating to the assessment of property for rating, including those affecting the assessment of the Council's property; questions relating to the election of county councillors, guardians of the poor, and metropolitan borough councillors; questions arising under the Acts relating to the registration of electors; the framing of by-laws under the Municipal Corporations Act, 1882, and the Local Government Act, 1888, for the good rule and government of the county; applications from metropolitan borough councils for the making of orders placing under the exclusive control of one borough council the maintenance of roads situated in more than one metropolitan borough; questions arising under the Local Government (Transfer of Powers) Act, 1903, and questions, not specifically referred to any other committee, arising between the Council and local bodies. The Committee issue every year a serial volume of *London Statistics* and also a *Statistical Abstract for London*. In addition to the above-mentioned duties, the Council has referred the London Government Act, 1899, to the Committee, with authority to deal with such matters arising thereon as they may deem expedient.

On 22nd March, in connection with a general re-arrangement of the work of committees, the Council decided that the Committee should be designated the Local Government, Records, and Museums Committee, and that the following additions should be made to the order of reference—The consideration of all general question relating to public charities and public endowments in London; the preparation of the ground plan of London; the consideration of questions relating to historic buildings and sites, monuments and subjects of antiquarian interest in London, including all matters arising under the Ancient Monuments Protection Act, 1900, and section 60 of the London County Council (General Powers) Act, 1898, relating to the acquisition and maintenance of buildings of historic interest and works of art in London. There were also placed under the Committee's charge the library, historical records, antiquities and works of art belonging to the Council, and the control, maintenance, and management of museums and places of historic or architectural interest purchased by or presented to the Council; and matters relating to the naming of streets and the numbering of houses.

Meetings of Committee.

During the year the Committee held 18 meetings, in addition to which there were 10 meetings of Sub-Committees.

Expenditure of Committee.

During the year the expenditure of the Council upon matters connected with the work of the Committee was as follows—

	£	s.	d.
Appeals against assessment of the Council's property	18	2	3
Appeals against under assessments and against totals	31	8	4
Printing and incidental expenses	729	5	6
Inquiry as to main roads—Expenses	100	9	—
Expenses under the Registration of Electors Acts (registration of parliamentary, county, and parochial voters)	13,725	19	2
Parliamentary county registers, contributions towards the cost of preparing	120	17	10
Elections of county councillors, costs of... ..	6,800	—	—
Map of London—Expenses of revising	235	17	1
London Government Act, 1899—Expenses of the Committee of the Privy Council and incidentals	2,150	11	5
	<hr/>	<hr/>	<hr/>
	23,912	10	7
Less—Map of London—Sale of copies of	176	4	—
	<hr/>	<hr/>	<hr/>
	£23,736	6	7

LOCAL TAXATION.

Rating of Site Values.

The question of the rating of site values has engaged the attention of the Council since 1889, and the Council has repeatedly expressed itself in favour of the policy of the direct rating of site values.

In the session of 1901 the Council promoted a bill for the rating of site values in London. The bill failed to reach second reading in the House of Commons, but the proposal to place a direct tax upon site values received valuable support in the year from the publication of the final report of the Royal Commission on Local Taxation, by reason of its containing a report made by five of the Commissioners, in which the opinion was expressed that a moderate rate proportioned to site value ought to be imposed as part of any scheme for the readjustment of the burden of local taxation in urban districts. On 4th March, 1902, the Council considered the question of again introducing the bill, but contented itself with passing a resolution reaffirming its opinion in favour of the taxation of ground values.

In October, 1902, the Council accepted an invitation of the Corporation of Glasgow to take part in a conference of municipal representatives with reference to the taxation of land values, and appointed Mr. Sidney Webb, who was chairman of the Local Government and Taxation Committee at the time the Council's bill was prepared, to be its representative, with authority to support the general policy embodied in the Council's resolutions on the subject of the rating of site values. The conference, at which 120 local authorities were represented, held several meetings, and passed resolutions approving of the principle of the taxation of land values for local purposes, and pledging itself to support any just and equitable measure giving effect to the resolution. A committee was appointed by the conference to draw up a scheme for the rating of site values, and the Council being among the authorities selected for representation on such committee, again appointed Mr. Webb as its representative.

Bills were subsequently prepared to give effect to the resolutions of the conference, and a deputation from the conference waited upon the President of the Local Government Board and the Secretary for Scotland with a view to the principles embodied in such resolutions being adopted in any Government measures which might be introduced into Parliament dealing with assessment questions. In replying to the deputation, Mr. Long intimated that he could hold out no hope that the Government would undertake the taxation of ground values, and that, even supposing that they regarded the subject with favour, it could not be dealt with apart from the larger subject of local taxation. The conference secured several members of Parliament to ballot for a place for the bills approved by the conference, and Mr. C. P. Trevelyan, M.P., introduced the Land Values (Assessment and Rating) Bill. The scheme of this bill, which was applicable to London and boroughs and urban districts of England and Wales, was (1) to provide for the assessment of the annual value of land in a separate column of the valuation list; (2) to fix 3 per cent. of the amount for which the land could be sold as by a willing seller to a willing buyer as its annual value; (3) to secure that rateable value shall in no case be less than the annual value of the land so defined; (4) to compel the payment of rates in respect of all unoccupied hereditaments upon the annual value of the land comprised in each; (5) to allow the occupier under any future lease or agreement to deduct from his rent so much of any rate as is based on the amount of land value; (6) to limit the statutory deductions for repairs, etc., to the difference between gross value and land value, such difference being taken as approximately representing the value of the building. On 1st March, 1904, the Committee reported that, apart from details, they were of opinion that the bill, so far as it provided for the separate assessment of land values, embodied the principles advocated by the Council. The bill passed second reading in the House of Commons on 11th March by a majority of 67 votes.

Assessment of property for rating.

The Council has referred it to the Committee to consider all questions relating to the assessment of property for rating, especially with a view to uniformity of treatment.

The Council's work in connection with assessments is mainly of four kinds—(a) the consideration of quinquennial, supplemental, and provisional lists from the point of view of uniformity; (b) receiving statutory deposit of copies of the valuation lists and printing and sending out copies of the totals to all the public rating authorities in London; (c) appeals against

the totals of the assessments in London parishes; and (d) the protection of the interests of the Council with respect to the assessment of its property both within and without the county.

Although not a statutory valuation authority, the Council, as a ratepayer in nearly all of the London parishes, has access to the valuation lists, and it is its practice to have the lists examined by the statistical officer and to draw the attention of the assessment committees to cases of apparent under or over assessment. When, as occasionally happens, it appears that the Council's own property is under-assessed, the fact is pointed out and an accurate valuation suggested. In communicating with the assessment committees, the Council offers to place at their disposal the information in its possession, and some of the assessment committees invite the Council's officers to attend their meetings during the revision of the lists. The action of the Council, as a central co-ordinating authority, has had a beneficial effect, and as the result of the assessment conferences convened by the Council in 1890, 1893, and 1899, a great advance has been made towards securing uniformity in the assessment of properties in London.

In view of the quinquennial re-valuation of 1905, the Committee reported to the Council that they were of opinion that beneficial results would be obtained if another conference were to take place in 1904, and the Council authorised the Committee to convene a conference of representatives of the City Corporation, the Metropolitan Borough Councils and Assessment Committees, the Metropolitan Asylums Board, and the Metropolitan Water Board, and to expend a sum of £200 in connection therewith.

The announcement having been made that His Majesty's Government proposed to introduce legislation for the reform of the valuation system, the Committee laid before the Council early in 1902 a scheme based on the recommendations of the Royal Commission on Local Taxation, which scheme was, with some slight modifications, adopted by the Council.* No bill on the subject was, however, brought in by the Government in the session of 1903.

The totals of the valuation lists for the administrative county of London, which will come into force on 6th April, 1904, subject to appeals, are as follows—

	£	s.	d.
Gross value	49,775,170	11	—
Rateable value	41,088,496	7	6
Assessable value (<i>i.e.</i> , rateable value reduced by an amount equal to one-half of the rateable value of agricultural land)	41,078,058	7	6

Main roads.

By the Local Government Act, 1888, various powers and duties with respect to main roads were imposed on the Council. Under section 11 of the Act, the Council became liable to contribute to the maintenance of portions of certain London roads disturnpiked since 31st December, 1870, which portions of roads were, under the definition in section 13 of the Highways and Locomotives (Amendment) Act, 1878, technically "main roads."

Before the commencement of the London Government Act, 1899, payments amounting in the aggregate to about £7,700 annually were made by the Council to vestries and district boards in respect of these roads, upon the Council being satisfied, as required by the statute, that the roads had been properly maintained and repaired. The payments made by the Council for "main roads" were, however, always regarded as inequitable owing to their limited and partial character, and at the Conference on London government in 1896, between the Council and the local authorities, it was agreed that the then existing "main roads" ought to be vested in and the cost of their maintenance borne by the local authorities concerned. Section 6 of the London Government Act, 1899, provides that the power and duty of maintaining any "main road" existing at the passing of the Act within a borough shall be transferred to the borough council, and that the road shall be vested in the borough council and cease to be a "main road," the provision being presumably made in the Act to remove the admitted inequality.

In the year 1901 claims for contributions were made on the Council by the Hackney, Hampstead, Stepney and Stoke Newington Borough Councils, in respect of the maintenance of dismained roads in their boroughs. The claims were made under section 7 of the London Government Act, 1889, which provides that, where any power or duty is transferred from the Council to a borough council by or under the Act, the Council shall contribute to the borough council such amount, and subject to such conditions, if any, as may be agreed upon, or in default of agreement, determined by the Local Government Board. The Council resolved to decline to make any contributions in respect of the roads in question, and referred it to the Committee to take steps to safeguard its interests. Four borough councils subsequently applied to the Local Government Board to determine the amount of contribution, and after a considerable amount of correspondence the Board decided to hold an inquiry to determine the amount, if any, which should be contributed by the Council in each case. The inquiry was opened at the County Hall on 18th November, 1903, by Colonel Slacke, the inspector appointed by the Local Government Board, when the Council, and several of the borough councils were represented. For the Council, it was submitted that two important questions of principle were involved, namely, the question whether there was any liability on the Council under the London Government Act, 1899, to satisfy the claims made by the borough councils within whose areas the particular roads were situated; and the question whether, even if there were liability, any contribution from the Council ought to be ordered. The views of the Council were supported by the Islington and Kensington Borough Councils (within whose areas dismained roads are situated), and by ten other borough councils, and the inquiry was adjourned in order to enable the Local Government

* *Valuation for rating purposes (No. 561).*

Board to give a decision on the points raised. The Council was advised that it would be desirable for the Board to give their decision as arbitrators under section 28 (3) of the London Government Act, 1899, as the adoption of this procedure would enable any authority to take the opinion of the High Court, if it so desired, and the Council applied to the Board accordingly. The decision of the Board has not yet been given.

By section 41 (4) of the Local Government Act, 1888, the provisions of the Highways and Locomotives (Amendment) Act, 1878, as to main roads were extended to London. Under these Acts, the Council possesses various powers relative to the creation and control of main roads. Section 15 of the Act of 1878 provides that, where it appears to any highway authority that any highway within their district ought to be a main road by reason of its being a medium of communication between great towns, or a thoroughfare to a railway station, or otherwise, such highway authority may apply to the county authority for an order declaring such road to be a main road, and, if the county authority is of opinion that there is probable cause for the application, they are to cause the road to be inspected, and, if satisfied that the highway ought to be a main road, shall make an order accordingly. Shortly after the Council came into office applications were received from most of the local authorities for thoroughfares to be declared to be main roads, with a view to the cost of maintenance being made a charge upon the county rate instead of upon the local rates. The circumstances of the main thoroughfares of London, however, are ~~se~~ different from those of thoroughfares in other counties that the Council felt difficulty in applying the provisions of the section, and no fresh main roads have consequently been created in London.

The Council on 8th October, 1901, instructed the Committee to report whether the control by the Council of main roads would bring about further equalisation of rates in the county of London, and what other advantages would be secured. The Committee on 2nd December, 1902, reported that it would not appear that the creation of fresh main roads would tend to bring about a further equalisation of rates. The tendency of the principal roads is to approach each other as they near the centre of London, and the cost of maintaining such roads in the central districts is heavy, in consequence of the large amount of traffic. Under a scheme of main roads, the largest grants would therefore have to be paid to the councils of central boroughs, in which the rates are lower than they are in the poorer outlying districts of London. In order, however, that the Committee might be in a position to fully consider the reference, the Council sanctioned an expenditure of £130 for the purpose of enabling the engineer to prepare information as to the cost of placing in a proper state of repair and of maintaining such of the London thoroughfares as might be regarded as coming within the definition of main roads. The work is proceeding.

Rates made in 1903-4.

In accordance with their practice, the Committee had a return prepared showing the amount in the pound of all rates made in the administrative county of London and in municipal boroughs and districts in the neighbourhood of London, during the year ended 31st March, 1904.*

The rates levied in the parishes outside the City of London ranged from 6s. 1d. in the £ in St. Anne, Westminster, to 9s. 10d. in the £ in Shadwell. Within the boroughs to which these parishes belong, however, there was a considerable range of rates, those in the City of Westminster ranging from 6s. 1d. to 7s. 7d. in the £, and those in the metropolitan borough of Stepney from 7s. 6d. to 9s. 10d. in the £. The position of the several metropolitan boroughs in respect of rates for the year 1903-4 will be seen from the following table, in which the average rate is shown in the case of those boroughs which comprise two or more parishes—

	s.	d.		s.	d.
Kensington	6	5	Hackney	7	2
Paddington	6	7	Fulham	7	4
Stoke Newington (average)	6	7·1	Wandsworth (average)	7	4·4
Finsbury ... (average)	6	8·9	Lewisham (average)	7	4·7
St. Marylebone	6	9	Holborn ... (average)	7	5·1
Hammersmith	6	10	Shoreditch	7	8
Hampstead	6	10	Battersea	7	9
Westminster (average)	6	10·3	Woolwich (average)	7	9·4
Chelsea	7	—	Bethnal-green	7	11
St. Pancras	7	—	Camberwell	8	1
Southwark (average)	7	0·2	Greenwich (average)	8	1·2
Islington	7	0·5	Stepney ... (average)	8	5·9
Lambeth	7	1	Bermondsey (average)	8	11·4
Deptford	7	2	Poplar ... (average)	9	8

The average rate in the £ for the County of London is 7s. 2·9d.; for the City of London, 6s. 3·5d.; and for the administrative county, 7s. 1·5d.

In view of the considerable increase in rates in recent years, the statistical officer included in his return tables comparing the rates for a series of years. The general trend of rates will be seen from the following table, which shows the average rates made in the Administrative County of London for each of the fifteen years since the Local Government Act, 1888, came into force.

* Rates made in 1903-4. Return by the statistical officer (No. 670).

Year ended March	Average total rates made.	Rates levied centrally.							Rates levied locally.
		County rate (general and special).	Police rate.	School Board contribution.	Asylums Board contribution. (a)	Common Poor Fund. (a)	Equalisation Fund contribution.	Total central rates.	
	s. d.	s. d.	d.	s. d.	d.	d.	d.	s. d.	s. d.
1890	5 2·3	1 0·53	5	— 8·895	1·875	7·667	—	2 11·967	2 2·3
1891	5 4·2	1 1·25	5	— 10·696	2·125	7·958	—	3 3·029	2 1·2
1892	5 4·6	— 11·75	5	— 11·010	2·25	7·750	—	3 1·760	2 2·8
1893	5 5·0	1 0·50	5	— 10·454	3·375	7·575	—	3 2·904	2 2·1
1894	5 8·8	1 1·00	5	— 10·209	3·50	7·867	—	3 3·576	2 5·2
1895	5 11·5	1 2·00	5	— 10·459	3·50	8·193	3	3 8·152	2 3·3
1896	6 1·5	1 3·00	5	— 11·497	3·00	8·375	6	4 0·872	2 0·6
1897	6 1·4	1 3·00	5	1 0·324	3·50	8·390	6	4 2·214	1 11·2
1898	6 0·9	1 2·00	5	1 0·361	4·00	8·345	6	4 1·706	1 11·2
1899	5 11·6	1 2·00	5	1 0·375	4·25	8·465	6	4 2·090	1 9·5
1900	6 2·7	1 1·50	5	1 1·375	4·25	8·607	6	4 2·732	2 0·0
1901	6 5·8	1 2·50	5	1 1·983	4·875	8·825	6	4 5·183	2 0·6
1902	6 8·3	1 3·00	5	1 2·515	4·50	8·497	6	4 5·512	2 2·8
1903	7 1·6	1 3·50	5	1 2·660	5·875	8·846	6	4 7·881	2 5·7
1904	7 1·5	1 4·75	5	1 3·188	5·625	9·846	6	4 10·409	2 3·1

The increases in rates have been as follow—

	Total increase, 1889-90 to 1903-4.	Percentage of increase on rates of 1889-90	Average yearly increase.
Average total rates	s. d. 1 11·2	per cent. 37	d. 1·65
County rate	— 4·22	34	·30
Police rate... ..	Nil.	Nil.	Nil.
School Board contribution	— 6·29	71	·45
Asylums Board contribution	— 3·75	200	·27
Common Poor Fund contribution	— 2·18	28	·16
Equalisation Fund contribution	— 6·00	...	...

The creation of the Equalisation Fund, consisting of a fixed rate of 6d. in the £, accounts for more than a quarter of the total increase in central rates, which is 1s. 10·44d.

Between the local rates for the first and last years shown there is a difference of only 0·8d. in the £, but to show the real increase in the rates for the expenditure of local bodies the equalisation rate of 6d. and the increase in the Common Poor Fund rate (2·2d.) must be added to this. The total increase is thus seen to be 9·0d. in the £, or an average yearly increase of 0·6d.

In connection with these increases in rates, it must be borne in mind that very considerable additions have been made to the powers and duties of the Council and most of the other authorities during the period referred to. A statement of such of these powers and duties as involve, or may involve, an additional charge on the rates has been published by the Council.*

Rates before and after the commencement of the London Government Act, 1899.

By direction of the Committee, a return was also prepared comparing the rates levied in the several parishes in London in the first three complete years under the metropolitan borough councils with those levied in the last three complete years before the London Government Act, 1899, came in force.† The return showed—(1) the general rates made for the years ended March, 1902, 1903, and 1904, compared with the total rates made for the years ended March, 1898, 1899, and 1900; and (2) the rates required for borough council services for the years ended March, 1902, 1903 and 1904, compared with the rates required for vestry and district board services for the years ended March, 1898, 1899 and 1900. In compiling the figures for the second portion of the return, the effect of the equalisation fund and the county grants were eliminated in order to show the rates required by each body for its own purposes.

The average general rate for the three years subsequent to 1900 was higher in every case than the average of the total rates for the three years anterior to that year. The average rate for borough council services in the later three years, as compared with the average rate for vestry and district board services for the earlier three years, showed an increase in the majority of cases. The borough councils, however, administer services which were not administered by the vestries and district boards, *e.g.*, services formerly administered by the overseers. These were paid for mainly out of the poor rate, and the rate included therein for this purpose was not separately stated.

Proposed levy of a county rate in the City of London.

The attention of the Committee was called to the fact that a general sessions of the City of London Justices had been appointed to be held to consider an application of the Court of Common Council for the making of a county rate for the City of London.

(a) The rate in respect of Metropolitan Asylums Board expenditure repaid out of the Common Poor Fund is included in both these rates. The amount of this expenditure thrown on the Common Poor Fund in 1903-4 was equal to a rate of 494d. in the £.

* *New Powers and Duties of London Local Authorities* (No. 658).

† *Comparison of Rates. Return by the statistical officer* (No. 669).

The facts of the case were as follows: The Common Council took steps to levy a county rate in the City of London for the purpose of defraying the expenses of rebuilding the Central Criminal Court, but the guardians of the City of London Union, to whom the precept was sent, objected to levy the rate, as they were advised that the Common Council had no power to make the same. The Common Council subsequently decided to take steps to have a bill introduced into Parliament empowering it to make a county rate in the City, and in the meantime they applied to the Court of Quarter Sessions of the City to make the rate, taking the view that, notwithstanding the provisions of the Local Government Act, 1888, the Court had power to make a county rate for the City of London under the County Rates Act, 1852. The London County Council was advised that any powers which the Court of Quarter Sessions of the City may have had to make a county rate, had ceased to exist, and that the Council was the only authority that now had the power to levy a county rate in the Administrative County of London, of which the City of London is part. A letter was addressed to the clerk of the peace for the City of London, intimating that the Council contested the right of the Court of Quarter Sessions of the City to make the proposed county rate, and that, if such rate were made, the Council would take such proceedings as it might be advised to obtain an injunction. The application, so far as regards the raising of money for the rebuilding of the Central Criminal Court, was not proceeded with, but a bill was subsequently introduced to empower the Corporation to meet the cost of the new Court House by means of money borrowed on the security of the consolidated rate.

BOUNDARIES.

Alteration of the county boundary at Tooting and Mitcham.

Section 54 (1a) of the Local Government Act, 1888, provides that, whenever it is represented by the council of any county to the Local Government Board that the alteration of the boundary of any county is desirable, the Board shall, unless for special reasons they think that the representation ought not to be entertained, cause to be made a local inquiry, and may make an order for the proposal contained in such representation, or for such other proposal as they may deem expedient, or may refuse such order. Any order made by the Local Government Board must be confirmed by Parliament.

In 1901 the Council applied to the Local Government Board for a Provisional Order for altering the boundary of the counties of London and Surrey at Tooting and Mitcham, and authorised the Committee to submit the Council's case. The Local Government Board held a local inquiry on 18th June, 1902, at which the Council gave evidence, and the Board subsequently intimated that they had decided in favour of the proposals of the Council. In April, 1903, the Board forwarded copies of a draft Order, and invited the Council's observations thereon. The Committee drew attention to several points arising which did not appear to be met in the draft order, and also suggested certain amendments thereto. The Board subsequently issued a Provisional Order, entitled the Counties of London and Surrey (Wandsworth and Mitcham) Order, 1903, which provided that the alteration of boundary should take effect from 1st April, 1904. The Order was included in the Local Government Provisional Order (No. 16) Confirmation Bill, and although some of the suggestions made by the Council were not adopted, it was not necessary for the Council to oppose the bill. Article IV. of the Order provided for the deposit with the Local Government Board, and the clerks of the London and Surrey County Councils, of copies of a map showing the alterations of boundaries. The Clerk of the London County Council was required, after the confirmation of the Order by Parliament, to send certified copies of the map to the sheriffs of the counties of London and Surrey and to various public authorities. Provision was also made for such map to be open to inspection and for the supply of certified copies or extracts. A copy of the map has been deposited at the office of the Council, and a fee of 10s. 6d. fixed for each certified copy of, or extract from, such map.

Boundary between Paddington and Willesden.

A communication was considered from the Paddington Borough Council with regard to the boundary between Paddington and Willesden at the rear of the "Chippenham" public-house, Shirland-road, Paddington. The boundary line at this spot is slightly indefinite, and, to remove all uncertainty, the borough council and the Willesden Urban District Council agreed upon a settlement with regard to that portion of the boundary. The Local Government Board, to whom the suggested settlement was submitted, offered no objection, provided all the parties interested (which included the County Councils of London and Middlesex) concurred in the view that the settlement was not to be regarded as anything more than an agreement after investigation as to the position of the existing boundary. The Board inserted the above-mentioned proviso, as it is doubtful whether the county boundary could be altered in the way suggested, and an adjustment of boundary between the two local authorities had already been made at the spot referred to under the provisions of section 9 of the Willesden Local Board Act, 1876. The adjustment of boundary in question did not affect the rateable value of either of the parishes concerned, and, having regard to the condition imposed by the Local Government Board, the Council raised no objection to it.

Roads in more than one metropolitan borough.

Under section 140 of the Metropolis Local Management Act, 1855, and section 86 of the Metropolis Management (Amendment) Act, 1862, the Council has power to make orders placing streets, roads and footpaths which are situated in more than one metropolitan borough under the exclusive management of one metropolitan borough council for the purposes of maintenance, and determining the proportions in which the costs of maintenance shall be borne.

Applications were received from the councils of various metropolitan boroughs, and in each case the borough councils concerned were consulted as to the form of the order to be prepared to give effect to their wishes.

Co-ordination of boundaries.

The Committee considered resolutions passed by the Camberwell Borough Council in favour of the promotion of legislation for providing that the areas for parliamentary, county council, metropolitan borough, school board, poor law, and all other purposes, shall be made conterminous, and asking for the co-operation of the Council in the matter.

The general question of the effect of the alterations of boundaries under the London Government Act, 1899, has been before the Council on several occasions, and on 9th July, 1901, it resolved to make a representation to the Local Government Board in favour of legislation being promoted by His Majesty's Government with a view to the areas for parliamentary, county, and other purposes being made conterminous, or non-conflicting, with the boundaries of the metropolitan boroughs. The Committee also reported to the Council on 29th July, 1902, in favour of the main principles of the London Elections Bill, introduced by the Government, but the bill did not get beyond first reading. The Committee understood that there was little prospect of this bill being again introduced in the session of 1903, and, moreover, it appeared to them that it might be desirable to consider the question of the boundaries of the county electoral divisions in connection with the question of county representation. The Council therefore informed the Camberwell Borough Council that, whilst it was in general accord with the resolutions in favour of the co-ordination of London local government boundaries, it was not prepared to make any further representation to the Government on the subject at present.

COUNTY REPRESENTATION.

By section 40 (4) of the Local Government Act, 1888, it was provided that the number of county councillors for the Administrative County of London should be double the number of members which at the passing of that Act the London parliamentary boroughs, or parliamentary divisions in cases where the boroughs are divided into divisions, were authorised to return to serve in Parliament. There are 57 parliamentary boroughs or divisions in London returning one member each to Parliament, and one (the City of London) returning two, so that there are 58 electoral divisions of the Administrative County of London, returning altogether 118 councillors.

Section 54 (1e) of the Local Government Act, 1888, provides that the council of any county may represent to the Local Government Board that the alteration of the boundary of any electoral division of a county, or of the number of county councillors and electoral divisions in a county, is desirable. Any such representation would have to be dealt with by the Local Government Board in the same way as a representation with respect to the county boundary, but an order made by the Board would not require confirmation by Parliament. In the case of the Administrative County of London, however, the electoral divisions and representation are fixed, and it is very doubtful, therefore, whether they could be altered without fresh legislation.

During the year the Committee were in correspondence with the Local Government Board, with a view to ascertaining, for the guidance of the Council, what interpretation the Board were disposed to place upon the powers conferred upon them by section 54 of the Act of 1888; and the Board intimated that they would not propose, as at present advised, to entertain, under that section, a proposal for an alteration of electoral divisions of the County of London.

POLLING DISTRICTS.

The Council, as successor to the justices in quarter sessions, is the authority for providing polling districts for parliamentary purposes in parliamentary boroughs which are situated in more than one petty sessional division; where, however, a parliamentary borough is wholly situate within one petty sessional division, the duty is still vested in the justices of that division. The Council is the authority for providing polling districts for parliamentary purposes in the case of seven London Parliamentary boroughs, viz., Battersea and Clapham, Camberwell, Deptford, Finsbury, Hackney, Strand, and Wandsworth; whilst in the following twenty-one parliamentary boroughs the power is in the hands of the justices—Bethnal-green, Chelsea, City of London, Fulham, Greenwich, Hammersmith, Hampstead, Islington, Kensington, Lambeth, Lewisham, Marylebone, Newington, Paddington, St. George Hanover-square, St. Pancras, Shoreditch, Southwark, Tower Hamlets, Westminster, and Woolwich.

The Council has also power, under section 64 of the Municipal Corporations Act, 1882, as applied by section 75 of the Local Government Act, 1888, to divide the electoral divisions of the county into polling districts for county council elections. In 1891 the question was raised whether the Council could alter county polling districts when once it had fixed them, and counsel advised that when the power conferred by section 64 of the Municipal Corporations Act, 1882, had once been exercised, the Council had exhausted its powers. As a consequence of the changes of boundary under the London Government Act, 1899, having been made without regard to electoral or voting areas, numerous applications have been made to the Council for re-arrangements of polling districts so as to make those districts as nearly as possible conterminous, or non-conflicting, with the metropolitan boroughs and their wards, but having regard to counsel's opinion, the Council has been unable in the large majority of cases to accede to the applications.

The Council has endeavoured to arrange its procedure so as to minimise the public inconvenience which results from the conflict of jurisdiction in the case of polling districts for parliamentary purposes, and from the limited powers conferred by the Municipal Corporations Act, 1882, with regard to county polling districts, but the difficulties above referred to have greatly hampered the Council in its efforts to provide satisfactory facilities for polling.

For the purpose of removing the anomalies with regard to polling districts, the Council has in several sessions introduced two bills—the Polling Arrangements (Parliamentary Boroughs) Bill and the Polling Districts (County Councils) Bill. On 24th March, 1903, the Council, on the recommendation of the Committee, resolved to take steps for the re-introduction of both bills in the next session of Parliament.

The Council on 1st December, 1903, instructed the Committee to consider and report whether, in view of the difficulty which would result from the provision of only one polling place in the northern part of the North Kensington electoral division at the London County Council election, any additional polling facilities could be provided. An Order was made by the Council on 31st July, 1894, dividing the North Kensington division into three polling districts, and that being so, no re-arrangement of polling districts could be made in that division. It appeared, therefore, that the only other means of securing to the electors better facilities for polling was by the provision of additional polling places and polling stations. The opinion of counsel was taken who advised that the returning officer might, if he thought it necessary, provide more than one polling place in a polling district. This opinion was referred to the clerk of the Council, as returning officer for the County of London, who acted upon it, where necessary, at the County Council election.

LONDON ELECTIONS.

London County Councillors.

Pursuant to section 2 (2d) of the Local Government Act, 1888, county councillors are elected for a term of three years, and then retire together. The County Councils (Elections) Act, 1891, provides that the day of election of councillors shall be such day between 1st and 8th March as the Council may fix not less than six weeks before 8th March, and that if no date is so fixed, it shall be 8th March; that councillors shall retire on 8th March, on which day the new councillors shall come into office; that 16th March, or such other day within ten days after 8th March as the Council may fix, shall be the day for the election of chairman and aldermen. The provisions of the Act of 1891 have been amended by the County Councils (Elections) Act Amendment Act, 1900, which enacts that in any year which is not the year of election of councillors, the day of election of the chairman may be such day in March, April, or May as the Council may determine.

The Council, on the recommendation of the Committee, fixed Saturday, 5th March, 1904, as the date for the general election of councillors. A statement was subsequently prepared giving particulars of the voting at the election.* Out of a total of 699,363 names on the register in the 56 contested divisions (two divisions, Deptford and Greenwich, were uncontested), 319,631 persons voted, or 45·7 per cent., as compared with 40·8 per cent. at the general election in 1901. 52,762 more persons voted at the election than at the 1901 election, when, however, there were five uncontested divisions. The highest percentages of persons voting at the 1904 election were in the following divisions—Stepney, 64·9; St. George, 62·7; Whitechapel, 62·3; East St. Pancras, 61·0; Dulwich, 60·2; Mile-end, 59·3; Woolwich, 58·0; East Finsbury, 57·9; Norwood, 54·2; Rotherhithe, 53·9; Central Hackney, 53·7; North St. Pancras, 53·3. In 16 divisions the percentage voting was over 50.

The lowest percentages occurred in the following divisions—City of London, 26·6; South Kensington, 30·6; Holborn, 31·9; North Camberwell, 32·0; Strand, 32·3; Westminster, 33·3; North Lambeth, 34·9; and South-west Bethnal-green, 37·6.

In connection with the percentages of persons voting, it must be borne in mind that the total number of names appearing on the registers includes those of persons registered in more than one division of the county [County Electors Act, 1888, section 7 (4)] and also those of persons registered more than once in the same electoral division, but that it is expressly enacted by the Municipal Corporations Act, 1882, that a person may vote once only in the county.

The total cost of holding the general election on 5th March, 1904, was £10,443 12s. 11d.

During the year the question of revising the scale of expenses, fixed by the Council on 18th December, 1900, to be allowed to the returning officer, or to deputy returning officers, at London County Council elections was considered, and several changes were made, the most important being that the maximum fee for presiding officers was increased to £2 10s., and that for deputy returning officers at uncontested elections from £10 to £15.

Women County Councillors.

The Council on 19th May, 1903, referred to the Committee a petition from the Women's Local Government Society, praying the Council to petition Parliament in favour of legislation to make it lawful for women to be elected to and to act upon county councils in the same manner and on the same conditions as men. The Council has always been of opinion that women should be eligible for election and to serve on county councils, and has petitioned Parliament in favour of legislation on the subject. No change in the law has, however, yet been made. The Committee were of opinion that it would be advantageous to have the co-operation of women in various branches of the Council's work, and that constituencies should, if they so desired, be able to elect women, who are already eligible for election on boards of guardians, parish and district councils, and various other public bodies. The Council resolved to again present a petition to both Houses of Parliament praying that steps might be taken for enabling women to be elected to and serve on county councils in the same manner and on the same conditions as men.

Metropolitan Borough Councillors.

Under section 48 of the Local Government Act, 1894, as applied by section 2 (5) of the London Government Act, 1899, the Council has power to fix scales of expenses for holding elections of metropolitan borough councillors, to prescribe regulations under which documents in use at elections may be inspected, and to remove any difficulties which may arise as respects the election of any individual councillor by ordering a new election to be held.

The first general election of metropolitan borough councillors under the London Government Act was held on 1st November, 1900, and the second took place on 2nd November, 1903. A return was compiled giving statistics as to the voting at the 1903 elections.†

The percentage for the County of London of persons who voted was 47·3 compared with 45·9 at the 1900 elections. Woolwich (69·6) and Greenwich (57·0) show the highest proportions,

* *Election of Councillors, 1904. Return by the clerk of the Council (No. 703).*

† *Metropolitan Borough Council Elections, 1903. Return by the statistical officer (No. 668).*

and Paddington (35·3) and Stoke Newington (35·9) the lowest. Amongst the wards, the highest percentage occurred in the Glyndon ward of Woolwich, where 76·7 per cent. of the electors voted, and the lowest in the Grosvenor ward of the City of Westminster, where only 28·4 per cent. voted.

The Local Government Board having issued an Order entitled the Metropolitan Borough Councillors Election Order, 1903, prescribing rules under which elections of metropolitan borough councillors would in future be held, it became necessary for the Council to fix a fresh scale of expenses for holding the elections, as the scale fixed by the Council on 16th October, 1900, was applicable to the first election only. This was accordingly done, the opportunity being taken to make some alterations which experience had shown to be desirable.

Guardians of the Poor.

By the Local Government Act, 1894, and the Orders of the Local Government Board made thereunder, the Council has important duties with respect to boards of guardians. The Council is empowered to fix or alter the number of guardians to be elected for parishes and unions; to group parishes and divide them into wards for electoral purposes; to fix (when necessary) the day of poll and the hours of polling; to give directions as to the number of polling stations; to relax the provisions of the Orders of the Local Government Board with respect to the counting of votes by returning officers; to frame scales of expenses for holding elections and to regulate the inspection of documents in use thereat; to remove difficulties at elections and meetings; to regulate the retirement of guardians; and to dispense with the prohibition of voting by members of the Board in certain cases.

Several inquiries were made whether the Council proposed to issue any order with regard to the date for the general election of guardians in 1904. By the Guardians (London) Order, 21st January, 1898, the following rule has to be observed in the fixing of the day for the triennial election of guardians—The first Monday in April, or, if that is Easter Monday, the last Monday in March; or in either case such other day not being earlier than the preceding Saturday or later than the following Wednesday, as may for special reasons be fixed by the London County Council. The first Monday in April, 1904, being Easter Monday, the ordinary day of election would be 28th March, unless the Council otherwise ordered. As there were no special reasons why the election should not be held on that date, the Council resolved to make no order in the matter.

A large number of applications were received from the clerks to guardians asking to be allowed to count the votes at the election in all the wards, and the necessary authority was given by the Council in each case.

Inquiries were also made whether the Council intended to issue any order as to the hours of poll. By rule 11 of the Guardians (London) Election Order, 1898, the Council is empowered to fix the hours of poll by any general or special order, and it is also provided that, in the event of no such order being issued, the hours shall be those which obtained at the previous ordinary election of guardians. The hours of poll at the last election, in 1901, were from 8 a.m. to 10 p.m., and as the Council thought it desirable that these hours should apply at the election, it resolved to make no order on the subject.

By paragraph 42 of the first schedule of the Ballot Act, 1872, as applied to the election of guardians by the Guardians (London) General Order, 1898, the Council is required to prescribe regulations as to the public inspection of, and the supply of copies of, or extracts from, documents, other than ballot papers and counterfoils, in the custody of the returning officers. The Council on 22nd January, 1895, made regulations applicable to elections of vestrymen and guardians, but the abolition of vestries by the London Government Act, 1899, necessitated regulations being made with regard to borough council elections. In view of the general election of guardians in 1904, fresh regulations with regard to the inspection of documents in connection with guardians' elections were made by the Council.

During the year the Committee considered communications from the Guardians of the Lewisham Union, calling attention to the disparity existing in the representation upon the board with respect to the Catford and Lewisham-Village wards, and asking the Council to increase the representation of the Catford ward from 3 to 5 members and the Lewisham-Village ward from 2 to 3 members. The Lewisham Union consists of the parishes of Lewisham, Lee, and Eltham, and the representation of those parishes on the board of guardians, as fixed by the Council in 1900, was as follows—Lewisham, 20 members; Lee, 4 members; and Eltham, 2 members; making 26 members in all. When this representation was fixed, the board of guardians were somewhat dissatisfied with the number of representatives allotted to Lewisham, as the population and rateable value of that parish were increasing very rapidly. Having regard to the continuous growth of the population and rateable value of the Lewisham Union, which is 10,793 acres in extent, the Committee came to the conclusion that a case was made out for increased representation, and on their recommendation, the Council made an Order increasing the number of guardians for the Lewisham Union from 26 to 29; and providing that the number of guardians to be elected for the Catford and Lewisham-Village wards of the parish of Lewisham should be five and three respectively.

An inquiry was held by the Local Government Board on 22nd October, 1903, with regard to an application by the Wandsworth Borough Council for the parish of Battersea to be separated from the Wandsworth and Clapham union. The Battersea Borough Council asked that the statistical officer might give evidence, and this request was acceded to on the understanding that such evidence was given on behalf of the Council as representing London as a whole, and not on behalf of any particular local authority. After a lengthy inquiry, the Board intimated that, after full consideration, they had come to the conclusion that sufficient evidence had not been brought forward to justify the separation of Battersea from the union at the present time. The Board stated that they realised that, in view of the increasing population of Wandsworth, in the course of time a division of the union would be necessary; but so far as they could see, this was not likely to be the case for eight or ten years to come, and that when the time arrived, they would reconsider the matter.

Parliamentary returning officers.

A notification was received with respect to the persons who had been appointed by the sheriff of the County of London to be parliamentary returning officers in the case of the 23 London parliamentary boroughs in which the appointments are vested in the Sheriff. In the remaining parliamentary boroughs certain persons are by statute parliamentary returning officers, namely, in the City of London, the Secondary; in Southwark, the High Bailiff of Southwark; and in the Strand, St. George Hanover-square, and Westminster, the High Bailiff of Westminster.

The Committee drew attention to the fact that in only four cases had the town clerks of metropolitan boroughs been appointed to act as parliamentary returning officers, and expressed the opinion that it would be desirable in London for the work to be performed by the town clerks, particularly as they are responsible for the preparation of the registers of voters.

REGISTRATION OF ELECTORS.

The principal powers and duties of the Council with respect to the registration of electors are (1) the allowance, in accordance with the provisions of sec. 55 of the Parliamentary Registration Act, 1843, of the total expenses of the "town clerks" in connection with the preparation of the registers of parliamentary, county, and parochial electors in the London parliamentary boroughs (exclusive of the City of London), and the certification of the sums payable by the various parishes towards defraying such expenses; and (2) the payment, pursuant to the Registration of Electors Act, 1891, of a moiety of the expenses allowed by the revising barristers to town clerks of metropolitan boroughs (acting as overseers) for revising the lists. The Council has also powers as the "local authority" under the Registration of Electors Acts and the Registration Order, 1895, of giving directions as to the arrangement of the lists and registers. The Local Government Act, 1888, section 92, expressly forbids the alteration of any parliamentary county so that the administrative county of London still forms part of the parliamentary counties of Middlesex, Surrey, and Kent, and the Council has therefore to contribute towards the cost of preparing the registers of parliamentary county electors. Under section 4 (2) of the County Electors Act, 1888, and the Registration Order, 1895, the overseers of the London parishes are required to send copies of the lists of voters to the clerk of the Council, who is also entitled to receive from the "town clerks" under the Registration of Electors Acts, and from the clerks of other county councils, such number of copies of the revised lists of voters as he may require for the purpose of making up the register of county electors.

By section 4 (1) of the London Government Act, 1899, all duties connected with the revision of the lists and registers in the County of London have been vested in the town clerks of the metropolitan boroughs, subject to the provisions of the London Registration Order in Council, 1901.

There are three principal classes of electors whose names appear in the London registers—parliamentary electors, county electors, and parochial electors. Parliamentary electors are those who are entitled to be registered as voters, and when registered, to vote at the election of a member or members to serve in parliament for a parliamentary borough. County electors are those who are on the "local government register," *i.e.*, the register for the administrative county. Parochial electors are those whose names are on the register of a parish, and are entitled to vote at metropolitan borough council and guardians' elections. The local government register of electors and the parliamentary register of electors, so far as they relate to a parish, together form the register of parochial electors [Local Government Act, 1894, s. 44 (1)]. The London County Council Electors Qualification Act, 1900, provides that a parochial elector shall be entitled to vote at the election of a county councillor for the Administrative County of London in the same manner as a county elector, and subject to the same provisions; and the practical effect of the Act has been to make all parochial electors county electors as regards voting purposes.

"Lodger voters" are male persons, occupying lodgings of the annual value of £10 or upwards, if let unfurnished, and have claimed the right to be on the parliamentary register. There are 70,631 lodgers entitled to vote at parliamentary elections in the London parliamentary boroughs, and 70,706 lodgers entitled to vote at metropolitan borough council elections, and by virtue of the London County Council Electors' Qualification Act, 1900, at county council elections in the Administrative County of London.

"Ownership voters" are persons registered as qualified to vote in respect of the ownership of freehold, copyhold, or leasehold property, at elections of members of Parliament in the parliamentary counties of Middlesex, Surrey, and Kent; and by the Local Government Act, 1894, they are made parochial electors also. There are 10,239 ownership voters entitled to vote in London.

For parliamentary and county purposes the registers are in force from 1st January to 31st December, but for parochial, *i.e.*, metropolitan borough and guardians' purposes, they are in force from 1st November to the following 31st October.

A return prepared from the registers for 1903-4 shows that the total number of parliamentary voters in the London parliamentary boroughs is 612,569, or an increase of 5,877 upon the previous year.* The parliamentary boroughs or divisions where the largest increases and decreases have taken place are—

Increase.				Decrease.			
Wandsworth	...	...	2,239	Finsbury (Holborn Division)	...	732	
Lewisham	...	...	1,279	Lambeth (North Division)	...	486	
Woolwich	...	...	1,142	Southwark (Rotherhithe Division)	...	465	
Fulham	...	...	1,027	Chelsea	...	463	

* *Registration of Electors. Return by the clerk of the Council (No. 693).*

It is to be noted that the total number of names appearing on the registers includes those of persons registered in more than one parliamentary or county division, and also those of persons registered as county or parochial electors more than once in the same electoral division. The number of persons whose names appear on the registers more than once cannot be given.

The total number of names of persons registered as county and parochial electors in the Administrative County of London is 731,370, or an increase of 8,290 upon the previous year.* The county electoral divisions where the largest increases and decreases in the number of voters have taken place are—

Increase.				Decrease			
Wandsworth	...	...	2,852	Holborn	...	...	604
Lewisham	...	...	1,359	West Southwark	...	...	597
Woolwich	...	...	1,138	Chelsea	...	...	596
Fulham	...	...	1,114	North Lambeth	...	...	506

Under the London Government Act, 1899, several alterations of boundary took place affecting the registration of electors. In cases where the alterations affected the county area, consequential alterations were made in the Dulwich, Central Finsbury, North Hackney, and Wandsworth county electoral divisions; but in the case of other alterations, corresponding alterations were not made in the county electoral divisions. The areas of the London Parliamentary boroughs were not affected by any of the changes of boundary, as section 31 (3) of the London Government Act, 1899, expressly provided that nothing in or done under that Act should be construed as altering the limits of any parliamentary borough or parliamentary county. The alterations of the boundaries of parishes under the Act have consequently introduced into London electoral and voting areas a great amount of confusion, which causes considerable difficulty in preparing the registers of electors, and this is accentuated by the fact that the revised lists have to be printed and signed before 20th October, so as to come into operation as the registers for the purpose of metropolitan borough elections on the following 1st November.

The Council on 14th July, 1903, decided to be represented at the revision courts in such cases as the Committee might deem expedient in connection with the expenses of revising the lists of voters for 1903-4. The Committee selected certain cases in which the expenses at the previous revision called for comment, and gave instructions for the accounts, which were to be submitted for certification by the revising barristers, to be examined with a view to objection being taken to any unreasonable charges. It was deemed necessary for the Council to be represented before the revising barristers in two cases only, viz., Holborn and Stoke Newington.

As in the preceding year, it was necessary to call attention to the cost of printing the Holborn lists, which averaged 6s. 6d. a page. This was a reduction on the cost in the previous year, but the cost was still much higher than in the other metropolitan boroughs. The Council suggested that printing charges might be further reduced, and the revising barrister in allowing the expenses, intimated that means must be taken to make the cost lower in future.

In Stoke Newington the cost of printing was also high, owing mainly to the way in which the lists had been printed. The printing contract included all the printing of the borough council, and the advisability of making the registration work the subject of a special contract was pointed out. The revising barrister allowed the expenses on the understanding that steps would be taken to effect economy in future.

The sums allowed by the revising barristers in respect of expenses of revising the lists of voters for 1903-4 amounted to £16,915; and the net amount allowed by the Council for preparing the registers was £10,641 0s. 3d. One-half of these expenses has to be met out of the county fund. A contribution of £120 17s. 10d. was also paid by the Council in respect of the preparation of parliamentary county registers, making the total cost of the annual revision £27,676 18s. 1d.

LONDON STATISTICS.

Annual volume of Statistics.

The thirteenth annual volume of *London Statistics* was published at the beginning of September, 1903. The volume, which was compiled by the statistical officer under the Committee's direction, comprises statistics published by the Council and its Committees during the year 1902-3, together with an analysis of the statistics relating to London printed in the annual reports of the local authorities and in parliamentary papers published during the calendar year 1902. To these statistics is prefixed a memorandum in which the various branches of statistical information relating to London, whether printed in the volume or not, are classified and compared with the corresponding statistics of previous years. The heads under which London statistics are dealt with in the memorandum are (i.) statistics relating to the life of the people; (ii.) statistics relating to the public services of London; (iii.) statistics relating to London finance; (iv.) statistics relating to the local government of London; and (v.) a statistical comparison between London and the rest of England.

Copies of the volume were sent to the principal municipalities at home and abroad, to the metropolitan borough councils, to public libraries, to public offices, to various learned societies, and to such members of the Council as expressed a desire to have a copy. The whole of the copies of the volume available for sale were disposed of by the end of September.

Statistical Abstract for London.

The sixth volume of the *Statistical Abstract for London*, prepared by the statistical officer, was also published during the year. The object of the abstract is to present for a series of years (1) statistics for local areas in London; (2) statistics which relate to the whole county; (3) statistics relating to services which include the county in a larger area; and (4) comparisons under other heads of statistical information. The volume was prepared on the lines of those previously issued, but one or two alterations and additions were made which will render the abstract more useful both to the Council and to the public.

* *Registration of Electors. Return by the clerk of the Council (No. 693).*

It is to be noted that the total number of names appearing on the registers includes those of persons registered in more than one parliamentary or county division, and also those of persons registered as county or parochial electors more than once in the same electoral division. The number of persons whose names appear on the registers more than once cannot be given.

Census statistics.

The Council on 10th February, 1903, authorised an expenditure of £100 for printing a report by the statistical officer on the London census, 1901. This report includes valuable statistics and information derived from an examination of the Registrar-General's preliminary report, the preliminary abstract tables, the detailed report and abstract for the County of London, and the special statistical information which, at the request of the Council, was furnished by the Registrar-General under section 9 of the Census Act, 1900. The census figures relating to occupations in metropolitan boroughs have been summarised, and columns added giving the proportion per 1,000 of the whole population engaged in each occupation. Maps have also been prepared in the case of the chief occupations, showing in which metropolitan boroughs the persons engaged in such occupations mostly reside. The information contained in the report will be of great service in various branches of the Council's work, and the report has been published.*

Licensed premises.

The Council on 18th November, 1902, instructed the Committee to report as to the advisability of preparing an abstract of the returns made by the police, showing for each parish and borough within the county the population and area, the total number of licensed public-houses and beer-houses, the number of "off licences," and, in respect of "on licences," the names of the owners of the houses, and the number of such houses owned by them, also the number of "free houses" and the number of transfers of licences "on" and "off" in each petty sessional division in each of the last two years. The Committee were of opinion that it would be advisable for reliable statistics to be prepared with respect to licensed premises in the county, as such information would be of great value both to the Council and to the public, but as some of the information referred to had already been collected for the purposes of a return ordered by the justices, the statistical officer was instructed to prepare a supplementary return. The Committee considered it essential that the return should be accompanied by maps, showing the situation of all licensed premises in the county, and as the justices were not in a position to prepare such maps, the Council undertook the work and authorised an expenditure of £220 for the purpose.

The return shows for the metropolitan boroughs, and for the parishes and wards comprised therein, the number of licensed premises at the end of February, 1903. The maps indicate the position of the licensed premises in the various licensing areas and the kind of licence held. Copies of the return and the maps were furnished to the justices, and were placed on sale.†

BY-LAWS FOR THE GOOD RULE AND GOVERNMENT OF LONDON.

Under section 23 of the Municipal Corporations Act, 1882, as applied to counties by section 16 of the Local Government Act, 1888, the Council has power to make by-laws for the good rule and government of the administrative county of London, or any specified part or parts thereof, and for the prevention and suppression of nuisances not already punishable in a summary manner by virtue of any Act in force throughout the county, and to appoint such fines, not exceeding in any case five pounds, as it deems necessary for offences against such by-laws. By-laws for the good rule and government of the county can only be made at a meeting of the Council at which at least two-thirds of the whole number of the Council are present, and such by-laws when made may not come into force until the expiration of forty days after sealed copies of them have been sent to the Home Secretary and posted in the County Hall; and during this period they may be disallowed by the Crown, or the Crown may extend the time within which they are not to come into force. By-laws for the prevention and suppression of certain insanitary nuisances have to be made in accordance with the procedure laid down in the Public Health Act, 1875, and to be confirmed by the Local Government Board pursuant to section 187 of that Act. Under the London Government Act, 1899, the metropolitan borough councils have been given concurrent power with the Council of making by-laws under section 23 of the Municipal Corporations Act, 1882, and section 16 of the Local Government Act, 1888, subject, however, to the by-laws being in force only within the respective boroughs and to their not being inconsistent with any by-laws made by the Council.

The position of London is different from that of most other counties and from that of municipal boroughs, as there are in force in the metropolitan police district, which includes the whole of the County of London, a number of police and other Acts, by which the Legislature has at one time or another dealt with a great many matters which come under the head of good rule and government or of nuisances; and although the provisions of these Acts may be, and in some cases are, practically ineffective, yet unfortunately, these matters having been the subject of statutory enactment, cannot be dealt with by by-law. Moreover, it has been held that by-laws for the good rule and government of a town or county must be for the benefit of the public as a whole and not for the protection of any particular class of persons. These difficulties have hampered the Council in its efforts to deal with nuisances to which public attention has been drawn.

The by-laws made by the Council for the good rule and government of the Administrative County of London deal with (1) steam organs, shooting galleries and roundabouts, (2) noisy animals, (3) lights to vehicles, (4) street betting (including the sale of racing tips), (5) window cleaning or painting, (6) flash and search lights, (7) public decency, (8) shouting by newsvendors, (9) vehicular traffic, (10) litter in the public thoroughfares, and (11) spitting.

The by-laws are enforced by the police, although to proceed under the one dealing with noisy animals, three householders residing within hearing of the animal, have to serve on the owner a notice requiring him to abate the nuisance, and, if the nuisance is not stopped within a fortnight, such householders may then take summary proceedings in a police court.

* *Census of London, 1901. Report by the statistical officer (No. 627).*

† *Licensed premises. Return by the statistical officer (No. 678), with maps in six sections.*

Street cries.

The Committee had referred to them by the Council a petition, signed by about 5,600 inhabitants and residents of London, asking that further regulations and by-laws might be made by the Council with regard to street cries and noises.

The question of regulating street cries has been under consideration for some time, and as far back as 1898 the Committee prepared a general by-law, which was, however, referred back by the Council for further consideration. On 6th February, 1900, a by-law was made by the Council which provides that no person shall, for the purpose of hawking, selling, or advertising a newspaper, call or shout in any street so as to cause annoyance to the inhabitants of the neighbourhood, and this by-law is now in force in the administrative county of London. During the last three years the Council has received many hundreds of complaints from residents in the county asking that further by-laws may be made with a view to stopping the nuisance from street cries.

Before preparing any further by-law as to street shouting, the Committee thought it well to ascertain the opinions of the metropolitan borough councils on the subject. It appeared that 20 borough councils were in favour of a by-law being made by the Council, that one had already made a by-law itself, that one thought that the matter should be left to individual borough councils, and that four borough councils dissented from the proposal. Having carefully considered the matter, the Committee came to the conclusion that a case had been made out for some further regulation of street shouting; and they therefore drafted a by-law and submitted it to the Home Secretary for his observations. The fact that the councils of four boroughs had objected to such a by-law being made was mentioned, and it was suggested that these boroughs might be omitted from the operation of the by-law. The Home Secretary, in his reply, expressed a doubt whether the time had arrived for a general by-law, and suggested that for the present the matter should be left to the borough councils, adding that if by-laws on the subject were generally adopted by the borough councils, the question of consolidating them into one general by-law might be considered. Having regard to a very large number of complaints made to the Council and to the fact that a majority of the borough councils had expressed themselves in favour of the Council dealing with the matter, the Committee thought it right to again approach the Home Secretary and to point out the inconvenience which might arise of having a number of different by-laws on the same subject in force in various parts of London. The Home Secretary, however, stated that although he felt the force of the arguments put forward, he was of opinion that, while it was right that the Council should make by-laws in matters which affect the whole of the county equally, it was better, in matters in which it was necessary to distinguish between one district and another, to leave the making of by-laws to the metropolitan borough councils. This opinion, he thought, specially applied to the case of street shouting, which affected different districts variously and gave rise to diversity of opinion. The Council communicated the views of the Home Secretary to the metropolitan borough councils and decided to refer complainants to those authorities.

Street music.

A very large number of complaints have also been received by the Council with regard to street music. The question of controlling street music has been considered by the Council, and was before the Conference on Streets and Street Traffic in 1900, at which a suggestion was made that street musicians should be licensed. This did not find favour, but at the same time it was thought that ratepayers who objected to street music should be provided with some simple remedy, and the Conference expressed the opinion that, if two-thirds of the householders in any road, street, terrace, or collection of houses signed a notice to the Commissioner of Police that they desired to be unmolested by itinerant musicians, the police should be instructed to order such musicians to move from the locality. The Council referred this resolution to the Committee for them to consider as to a by-law being made to give effect thereto. The Committee were informed by the Home Secretary that the Law Officers of the Crown had advised that a by-law as to street music could not be validly made by the Council, or by the metropolitan borough councils, under section 23 of the Municipal Corporations Act, 1882, inasmuch as the by-law would be one for the suppression of a nuisance already punishable in a summary manner by virtue of the Metropolitan Police Act, 1864, "an Act for the better regulation of street music within the metropolitan police district." The procedure prescribed by this Act is, however, cumbersome, and it is alleged that in practice the Act is ineffectual in providing a remedy against what undoubtedly is an annoyance to many people. As the matter cannot be dealt with by by-law, the only way of providing a remedy is by means of fresh legislation.

Spitting.

The Public Health Committee called attention to the fact that by-laws as to spitting had been made by some municipal authorities, and suggested that it would be advantageous if a by-law of this kind were made for the County of London, on the ground that the practice of spitting is an objectionable one, and may be regarded as favouring the spread of phthisis. The Committee concurred in these views, and accordingly submitted a draft by-law to the Home Secretary. The Committee suggested that it would be desirable to extend the prohibition to pavements and footways, but the Home Secretary stated that he would not be prepared to allow such an extension, as there were not the same grounds for prohibiting the practice of spitting in the streets as existed in the case of public carriages, waiting rooms, etc. In these circumstances, it was decided to make a by-law in the same terms as those adopted in other cases. The by-law made by the Council on 12th May, 1903, was as follows—

"No person shall spit on the floor, side, or wall of any public carriage, or of any public hall, public waiting room, or place of public entertainment, whether admission thereto be obtained upon payment or not.

"Any person who shall offend against this by-law shall be liable for each offence to a fine not exceeding forty shillings."

The by-law was not disallowed, and came into operation in due course. Several communications were subsequently received in which approval was expressed of the Council's action.

Inquiries having been made as to what steps could be taken by individuals or societies for enforcing the by-law, the Council was advised that under section 23 (5) of the Municipal Corporations Act, 1882, any offence against the by-law might be prosecuted summarily, *i.e.*, in a court of summary jurisdiction and in accordance with the Summary Jurisdiction Acts; and that such an offence, being an offence against public policy, it would be competent for any person to take proceedings, and that societies might instruct their officers to apply as common informers for summonses under the by-law.

Waste paper, refuse, advertising bills, broken glass, etc.

The Council on 19th February, 1901, as the result of the Conference on Streets and Street Traffic, referred to the Committee for consideration and report the question of making a by-law as to the casting of paper, straw, and other packing material on the public thoroughfares. The Committee came to the conclusion that it would be desirable for the Council to make by-laws on the subject. They were of opinion, however, that the by-laws should not be confined to paper, straw, and packing material, but should extend to other objectionable and dangerous substances which are cast on the public thoroughfares. After consultation with the Home Secretary, the following by-laws were made and came into force during the year—

"No person shall (1) sweep or otherwise remove from any shop, house, or vehicle, into any street "any waste paper, shavings, or other refuse, or being a costermonger, newsvendor, or other street trader, throw down and leave in any street any waste paper, shavings or other refuse; (2) throw "down and leave in any street any bill, placard, or other substance intended for the purpose of adver- "tising; (3) throw down and leave in any street any bill, placard, or other paper, which shall have "been torn off or removed from any bill-posting station.

"No person shall throw, place, or leave any bottle or any broken glass, nail, or other sharp "substance (not being road material) on or in any street or public place in such a position as to be "likely to cause injury to passengers or animals or damage to property.

"Any person who shall offend against any of these by-laws shall be liable for each offence to a fine "not exceeding forty shillings."

Delivery of barrels and coal.

As the result of a suggestion made by the Conference on Streets and Street Traffic, the Committee had under consideration the question of dealing with the obstruction caused by the loading and unloading of barrels, coal, etc., across the public footways. Having regard to the congested state of the traffic in many of the London streets and to the fact that the nuisance occurs in many busy streets at all hours of the day, it appeared desirable that there should be some stringent regulation on the subject. The Home Secretary, however, stated that a by-law could not be made by the Council under section 23 of the Municipal Corporations Act, 1882, in view of the fact that the matter was already dealt with by the Metropolitan Streets Act, 1867, but expressed his willingness to consider proposals for an extension of the "special limits" of section 15 of the latter Act, *i.e.*, the lists of streets fixed by him within which no coal may be loaded or unloaded and no casks (other than those containing wine or spirits) may be lowered or drawn up by means of ropes across public footpaths between the hours of 10 a.m. and 6 p.m. The metropolitan borough councils were consulted with regard to the matter, and some of them sent lists of streets for inclusion within the "special limits," but the replies received showed such a diversity of opinion that the Council resolved that, when the lists of streets specified by the metropolitan borough councils were transmitted to the Home Secretary, he should be informed that, in the opinion of the Council, the hours specified in the Act were unsuitable, and that steps should be taken for an amendment of the law. The Home Secretary approved the lists, subject to some alterations and additions, and invited further observations. After further consideration, the Council came to the conclusion that it would be better for the whole question to be adjourned pending the issue of the report of the Royal Commission on Locomotion and Transport in London, before whom evidence on the subject was given on behalf of the Council, and the Home Secretary subsequently stated that this course would be followed.

Window cleaning or painting.

In the last annual report reference was made to certain proposed amendments to the Council's by-laws relative to window cleaning or painting. The Committee suggested to the Home Secretary that the by-laws should be amended so as to deal with cases of persons standing on copings or other projections, but that the Home Secretary declined to agree to the proposed extension on the ground that it might tend to interfere with persons engaged on house repairs. The Home Secretary further stated that he was inclined to think that the existing by-laws were to some extent open to the same objection, and that as they were chiefly designed to meet the case of domestic servants, he suggested that the Council should consider as to limiting the by-laws to domestic servants, in which case the by-laws might be amended so as to include cases of servants kneeling on window sills, which cases were not covered by the by-laws. While concurring in the suggestion that the by-laws might advantageously be amended so as to include cases of servants kneeling on window sills, the Committee considered that it would be inexpedient for the by-laws to be limited to domestic servants having regard to the fact that window cleaning in London is largely carried out by men in the employ of window cleaning companies, and that it is to this class of employees that fatal accidents most frequently occur. These views were represented to the Home Secretary, who stated that he would not further urge the restriction of the by-laws to domestic servants, and that he had no objection to the extension of the by-laws so as to include cases of kneeling as well as standing on window sills. In order to comply with the formalities prescribed by the Municipal Corporations Act, 1882, it was necessary for the Council to repeal the by-laws made in 1900, and to make a new by-law. This was done on 12th May, 1903, and the new by-laws came into force at the end of June, 1903.

Vehicular traffic.

Owing to the danger arising from the use of covered carts and vans, the Council on 24th February, 1903, made a by-law prohibiting the use, in the public thoroughfares of London, of vehicles so constructed as to prevent the driver having an uninterrupted view of the traffic. A sealed copy of this by-law was sent to the Home Secretary, pursuant to statute, and the Committee subsequently reported that a large number of protests against the by-law had been received from van owners. These protests were carefully considered by the Committee, who communicated their views thereon to the Home Secretary. The Home Secretary suggested some slight alterations in the terms of the by-law in order to remove any risk of ambiguity or misinterpretation, and an amended by-law was accordingly made by the Council on 15th December, 1903, in the following terms:—

“No owner of a vehicle shall drive such vehicle or permit the same to be driven or to be upon any highway unless it be so constructed that the driver thereof shall have a full and uninterrupted view of the traffic on such highway in front and abreast of him on each side, and no person who shall be driving any vehicle upon any highway shall occupy such a position as will present or interfere with his having such full, uninterrupted view as aforesaid.
“Any person who shall offend against this by-law shall be liable for each offence to a penalty not exceeding forty shillings.”

An intimation was received from the Home Secretary to the effect that the by-law had not been disallowed by the King in Council, and it will therefore come into operation on 1st May, 1904.

SPECIAL INQUIRIES.*Building and sanitary regulations.*

The Council, on 21st January, 1902, directed the Committee to consider and report what action could be taken with a view of requesting the Local Government Board to arrange that the rules and practice applying to sanitation, building construction, and laying out of streets in the several districts bordering on the County of London, should be framed upon a common basis, and made adequate to prevent the construction of slum areas. On 16th December, 1902, the Council authorised an expenditure of £70 for printing a return on the subject. This return gives in a convenient form abstracts from the principal regulations, whether by-laws or statutory provisions, in force in London and in 29 outside districts. It compares those in the County of London with the model by-laws issued by the Local Government Board and with the by-laws actually in force in the sanitary districts bordering on the county. The urban and rural district councils appear to have framed their by-laws for the most part in accordance with the model series issued by the Local Government Board, a fact which tends to show that some approach has been made towards the adoption of a uniform basis. Important variations, however, occur in the by-laws in force in several out-counties with respect to various matters affecting sanitation, building construction, and the laying out of streets.

The results brought out by the return will be very valuable for many purposes, and the Council decided to publish it, and to send copies to the Local Government Board.*

LONDON GOVERNMENT ACT, 1899.

The London Government Act, 1899, which came into operation on 9th November, 1900, abolished the vestries and district boards, and provided for the division of the Administrative County of London (exclusive of the City of London) into 28 metropolitan boroughs, and for the incorporation of councils for such boroughs, each to consist of a mayor and not more than 10 aldermen and 60 councillors.

The Act has been brought into operation, and effect is being given to its provisions, by means of Orders in Council and Schemes which are prepared by the Commissioners appointed for the purpose, and settled by the Committee of the Privy Council, pursuant to the provisions of Part XI. of the Municipal Corporations Act, 1882, as adapted for the purposes of the London Government Act. The expenses of the Committee of the Privy Council have, under the London Government Act, to be paid by the London County Council out of the county fund. The total amount of expenses incurred by the Committee of the Privy Council up to 31st March, 1904, and defrayed out of the county fund was £19,534 11s. 3d.

The Commissioners, Sir Hugh Owen, G.C.B. (chairman), Sir Samuel Johnson (town clerk of Nottingham), and Mr. A. T. Lawrence, K.C., have not yet completed their task, a number of questions relating to adjustments of property, debt, liability, and unions of parishes being still outstanding. It is the practice of the Commissioners to afford the Council an opportunity of commenting upon all Orders and schemes prepared by them, and of being represented at the inquiries held with reference thereto. The Committee have from time to time forwarded, for the consideration of the Commissioners, their observations and suggestions, and have also submitted evidence at the inquiries when it appeared desirable, in the Council's interests, that this should be done.

Financial adjustments between the Council and other authorities.

The alterations made under the Act in the area of the County of London by the addition of South Hornsey and Mitcham detached, and the transfer of Penge, Clerkenwell detached, and Putney detached necessitate financial adjustments between the Council and the Middlesex, Kent, and Surrey County Councils, the Penge Urban District Council, the Hornsey Borough Council, and other authorities. The points arising are very complicated, especially in view of the fact that the London County Council performs services which outside London are performed in some cases by county councils and in others by urban district councils, and has consequently to make claims upon and to deal with claims from both county and district authorities. Under powers

* *Uniformity of building and sanitary regulations. Return by the statistical officer (No. 666).*

delegated to them by the Council, the Committee carefully considered the question of the basis upon which the Council's claims against the several authorities concerned should be prepared, and the numerous points of difficulty arising in connection therewith. The Committee settled the claims on behalf of the Council, and entered into communication with the authorities in order to make provisional agreements with regard to as many matters as possible. The efforts of the Committee were mainly directed to coming to an agreement with the Middlesex County Council in order that the principles adopted with regard to that adjustment might be followed in the other cases. Negotiations having failed to secure agreement upon several important points, the Commissioners held an inquiry in February and March, 1904, with a view to a scheme being formulated for the settlement of outstanding questions, at which the Council was represented by counsel and submitted evidence. At the conclusion of the inquiry, it was intimated that the Middlesex County Council would be prepared to accept a cash payment of £50,000 from the London County Council to cover all matters of adjustment. This offer the Committee felt unable to entertain, and the whole question is now before the Commissioners, and their decision on the points raised in the Middlesex adjustment will, it is hoped, facilitate the adjustments between the Council and other authorities.

Lewisham and Penge (Adjustment) scheme, 1902.

Application was made to the Council by the Lewisham Borough Council and by the Penge Urban District Council to transfer to the borough council and to the urban district council respectively, certain mortgages referred to in the Lewisham and Penge (Adjustment) scheme and the liability for the payment of the instalments and interest thereunder. The Council was advised that, if it consented to the suggested transfer and apportionment, it would have to look to the Penge Urban District Council for the repayment of the loans or portions of the loans transferred, but that there were no means of enforcing payment in case of default. In these circumstances, the Council felt unable to accede to the application.

Smithfield-market (supplemental) scheme.

The Commissioners prepared a further scheme with reference to Smithfield-market. It may be mentioned that by section 11 of the Metropolitan Meat and Poultry Market Act, 1860, it was provided that the sites of certain lands, houses, and tenements in the parish of St. Sepulchre, Middlesex, which the City Corporation were authorised by that Act to purchase for the purposes of market accommodation, should, when so purchased, be deemed to be and be (except for the purposes of rating) in the City of London. By the Borough of Finsbury Order in Council, 1900, the area in question was annexed to the City parish of St. Sepulchre, Newgate-street, and provision with regard to its future rating was made in the London (Smithfield-market) Scheme, 1901.

In order to avoid doubts arising as to the properties which were within the City of London by virtue of the Act of 1860, as modified by the scheme of 1901, the Council suggested to the Commissioners that such properties should be defined on a plan. The Commissioners concurred in the proposal, and a conference subsequently took place between the officers of the Council, and those of the City Corporation and the Finsbury Borough Council, when a plan was agreed to. The Committee were advised that the properties taken by the City Corporation under the Metropolitan Meat and Poultry Market Act, 1860, and thereby transferred to the City of London were correctly set out in the scheme and shown on the plan to be attached to it. The scheme provided, *inter alia*, for an official copy of the map being deposited with the clerk of the London County Council, and being open to public inspection, and that the clerk of the Council should furnish certified copies of, or extracts from, such map, on payment of fees. The Council prescribed a fee of 1s. for the inspection of the deposited map, and one of 6s. for certified copies or extracts.

Union of parishes in the Metropolitan Borough of Wandsworth.

The Commissioners held an inquiry with reference to an application made by the Wandsworth Borough Council for the consolidation as one civil parish of all the parishes in the borough. As the proposal raised many important points of local government, the inquiry was attended on behalf of the Council, and information furnished as to the operation of the equalisation fund, and also as to the Council's attitude on the question of the union of parishes, attention being called to the resolution passed by the Council on 28th March, 1899, in favour of equal rating within each local government area—a reform which under the existing law could not be carried out except by an amalgamation of parishes.

A scheme was subsequently issued which provided that as from 1st April, 1904, the parishes of Clapham, Putney, Streatham, Tooting Graveney, and Wandsworth should be united together and for all civil purposes form one parish, to be known as the parish of Wandsworth Borough; and that the Wandsworth and Clapham Union should be styled and known as the Wandsworth Union.

Union of parishes in the Metropolitan Borough of Bermondsey.

An application was also made to the Commissioners by the Bermondsey Borough Council for a scheme uniting all the parishes in that borough so as to form one parish. As the result of the inquiry held by the Commissioners, a scheme was issued which provided that as from 1st April, 1904, the parishes of Bermondsey, Rotherhithe, St. Olave and St. Thomas, and St. John, Horselydown, should be united together, and should for all civil purposes form one parish to be known as the parish of Bermondsey. The scheme further provided that the guardians of the poor of the St. Olave's Union should be styled the guardians of the poor of the parish of Bermondsey, and that 24 guardians should be elected for the new parish. The Council furnished the Commissioners with its observations on the scheme which was confirmed in due course.

W. C. JOHNSON,
Chairman.

REPORT OF THE MAIN DRAINAGE COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees were as follows—

Chairman—William Goodman.

Burns, John, M.P.	Gosling, H.	Sears, J. E.
Collins, E.	Jeffery, J.	Sheffield, Lt.-Col. F.
Dodson, G. E.	Johnson, W. C.	Shrubsall, G.
Foster, G.	McDougall, Sir John	Straus, B. S.
Gaskell, T. Penn	Mayhew, Lt.-Col. Mark	Ward, Henry

Sir H. W. Bliss, who was vice-chairman of the committee, resigned his membership in October, 1903.

Meetings.

During the year ended 31st March, 1904, there were 31 meetings of the Committee and 39 meetings of sub-committees.

Duties.

The Committee are entrusted with the control of all land, buildings, sewers, machinery, sludge vessels and other property of the Council acquired for the purposes of the main drainage of London, and consider all matters connected with or appertaining to the treatment and disposal of the sewage of the metropolis. The main drainage property includes two sewage precipitation works, eight pumping stations and six sludge vessels, together with about 288 miles of sewers.

The Committee are also empowered to deal with all applications by the councils of the metropolitan boroughs for the consent of the Council to the construction, abandonment, extension or alteration of local sewers. All local sewers must be laid in accordance with plans approved by the Council, as required by the Metropolis Management Act, 1855, and the Metropolis Management Amendment Act, 1862.

Main drainage area.

The main drainage system receives the drainage of the whole of the administrative county of London, together with that of several districts outside the county boundary. These districts are connected with the system under special powers conferred by Parliament and may be here enumerated—

- (a) Hornsey, under the Hornsey Local Board Act, 1871, and the Metropolitan Street Improvements Act, 1872.
- (b) Tottenham, }
- (c) Wood-green, } under the Tottenham and Wood-green Sewerage Act, 1891.
- (d) West Ham, under the West Ham Corporation Act, 1893.
- (e) East Ham (part of), under the London County Council (General Powers) Act, 1897.
- (f) Willesden (part of), under the Willesden Sewerage Act, 1896.
- (g) Acton (part of), under the London County Council (Acton Sewage) Act, 1898.
- (h) Penge, under the Penge Scheme, 1900.
- (i) Beckenham (part of), under the Beckenham Sewerage Act, 1873, and
- (j) Upper Norwood, under the London County Council (General Powers) Act, 1903.

The area drained by the system and the resident population thereof (1901) are approximately as follows—

			Square miles.	Persons.
North—County of London	...	...	50	2,789,671
Out-county districts	...	...	20 $\frac{3}{4}$	559,885
South—County of London	...	...	67	1,746,870
Out-county districts	...	...	2 $\frac{3}{4}$	39,835
			<u>140$\frac{1}{2}$</u>	<u>5,136,261</u>

Expenditure.

The total disbursements during the year on maintenance or rate account amounted to £240,175 5s. 11d., the expenditure under the several heads being as follows—

Barking outfall	...	...	...	...	£53,997	0	5
Crossness outfall	...	...	...	...	52,863	2	2
Pumping stations	...	...	...	...	46,687	5	8
Sludge vessels	...	...	...	...	38,002	3	2
Sewers and general expenses...	...	...	...	...	48,625	14	6
					<u>£240,175</u>	<u>5</u>	<u>11</u>

Against this expenditure are to be set certain receipts as follows—

Contributions from out-county districts (exclusive of debt)	£12,510	2	0
Government grants in respect of Crossness school	...	160	10 7
Cost of repairs to sludge vessels recovered	...	1,264	12 1
Use of cranes by contractors	...	360	5 6
Miscellaneous	...	7,234	9 8
	<u>£21,529</u>	<u>19</u>	<u>10</u>

The actual net expenditure falling upon the county rate was therefore £218,645 6s. 1d., which is equivalent to a rate of 1·29d. in the £. This amount shows a decrease of £23,251 5s. 11d. as compared with the net expenditure in the preceding year.

The expenditure on capital account during the year amounted to £173,180 12s. 4d., while the total capital expenditure incurred by the Council on main drainage since 21st March, 1889, has been £1,895,563 1s. 6d., representing an average of £126,370 17s. 4d. per annum.

The following table shows the total expenditure incurred by the Council on maintenance and capital accounts in connection with main drainage since March, 1889, as well as the contributions received from out-county districts towards the redemption of, and interest on outstanding debt—

Year.	Maintenance.		Capital.	
	Expenditure.	Receipts.	Expenditure.	Receipts from out-county districts towards debt charges.
	£	£	£	£
1889-90	147,323	2,782	180,039	3,134
1890-91	167,514	4,859	141,571	3,490
1891-92	186,341	10,746	169,959	5,540
1892-93	194,765	7,176	149,776	7,101
1893-94	238,602	9,232	84,993	7,346
1894-95	193,613	9,521	77,037	7,817
1895-96	190,189	7,495	79,836	7,796
1896-97	193,384	8,087	61,204	9,154
1897-98	191,221	9,833	110,420	10,260
1898-99	220,630	9,844	88,567	10,491
1899-00	215,604	9,456	157,286	10,913
1900-01	250,758	15,356	85,004	11,063
1901-02	264,177	17,483	171,766	10,686
1902-03	253,455	11,559	164,924	12,174
1903-04	240,175	21,530	173,181	12,681

The above receipts under maintenance account include contributions from the out-county districts draining into the London sewers.

The total net capital cost of the system from 1st January, 1856, to 31st March, 1904, has been £8,720,420. Of this amount a sum of £4,548,125 has been paid off by way of annual sinking fund, so that the net main drainage debt at the end of March, 1904, was £4,172,295.

Precipitation operations.

The following table shows the quantities of crude sewage treated, chemicals used in precipitation, and sludge sent to sea, together with the quantity of refuse intercepted at the gratings at each of the outfall works at Barking and Crossness during the year—

	Barking.	Crossness.	Total.
Sewage treated	54,540,845,423	40,252,070,722	94,792,916,150 galls.
Daily average	149,426,974	109,978,335	259,405,309 "
Lime used	14,813	8,716	23,529 tons
Proto-sulphate of iron used	3,289	2,251	5,540 "
Sludge sent to sea	1,747,000	835,000	2,582,000 "
Weekly average	33,596	16,057	49,653 "
Refuse intercepted at gratings	3,907	934	4,841 "

From the above figures it will be seen that at the Barking outfall one ton of sludge was extracted from an average of 31,219 gallons of sewage treated, as compared with 28,305 gallons in the preceding year, while at the Crossness outfall the average quantity of sewage treated to produce one ton of sludge was about 48,206 gallons, as compared with 44,543 gallons in the preceding year.

The total quantity of sewage treated at the outfalls exceeded the flow in the previous year by 7,236,909,119 gallons, while the quantity of sludge sent to sea was less by 38,000 tons, or nearly 750 tons per week on an average. For the purpose of the precipitation of the sewage, contracts were entered into during the year for the supply of 23,800 tons of lime at 15s. 3½d. and 15s. 6d. per ton delivered and unloaded alongside the jetties at Crossness and Barking respectively, and 5,300 tons of proto-sulphate of iron at 20s. 4½d. and 21s. respectively per ton.

The refuse intercepted at the gratings at each outfall is taken away for agricultural purposes with the exception of a small quantity which is dug into the ground or used as manure on the garden plots attached to the workmen's cottages. In addition to this refuse large quantities of sand and fine gravel are brought down by the sewers in times of rain and deposited in the precipitation channels.

Sewage disposal.

As public attention has been largely directed of late to the subject of the contamination of oyster-beds in sewage-polluted waters, a careful investigation has during the past year been made into the possibility of oysters and cockles laid in the estuary of the river Thames being contaminated by reason of the operations connected with the treatment and disposal of London sewage.

In former years a chemical and microscopical examination of the navigable channels around the Barrow Deep, where the sludge is discharged, showed no indication of sewage deposit, and the foreshores generally were found not to be in any way affected by the discharge of sludge. The recent investigation was mainly bacterial and was conducted on a much more extensive scale, and it is a source of great satisfaction to us to find that the conclusions arrived at on former occasions have been fully confirmed by the results obtained.

Examination of the lower river.

The examination of the river water below the outfalls was first undertaken, and the principal object sought to be attained was to ascertain whether the bacteria introduced into the river by the discharge of effluents from the Barking and Crossness outfall works undergo diminution in number in their passage down the river, and whether particular species of them entirely disappear.

Samples of the river water were collected by the chemist at eight different points extending over a distance of about 18 miles, viz., between the Mucking lightship, which is about 21 miles below Crossness, and a point about $3\frac{1}{2}$ miles below the Nore, or about 39 miles below Crossness. A very great diminution in the number of bacteria present in the water was noticed soon after the Chapman light, which is about 27 miles below Crossness, was passed. When a point off Southend pier was reached, the bacteria had decreased in number to that not unusually found in the drinking water supplied by the water companies to London consumers after having undergone subsidence and filtration at the water works, and it may be pointed out that, although the average number of bacteria found by Dr. Houston in the "chemical" effluents discharged in 1898 was 7,500,000 per cubic centimetre, the average number found in the river water at the Mucking lightship in the present investigation was 5,125 only, while this number was still further reduced to 752 just above Southend, and to 172 at a point $3\frac{1}{2}$ miles below the Nore.

It was deemed advisable to extend the estimation of the number of bacteria so as to ascertain whether the intestinal bacteria, which may include some which might be a source of danger in connection with the layings of cockles and oysters, were largely reduced in numbers by the passage of the effluent down the lower river. These bacteria were, however, found in seven only out of the 45 samples of water examined, and the seven samples were all taken from the river at or above the Chapman light, which is $4\frac{1}{2}$ miles above Southend. Below the Chapman light these bacteria were entirely absent. This result, therefore, indicates that the bacteria of the sewage effluent had disappeared from the river at a distance of about 27 miles below the outfalls and before the effluent reached Southend.

The very considerable reduction in the total number of bacteria, together with the disappearance of the intestinal bacteria, would lead to the conclusion that no danger can arise from bacterial contamination, at or below Southend, from the metropolitan sewage effluent.

Examination of the Barrow Deep.

At the conclusion of the above examination a similar investigation was made in the vicinity of the Barrow Deep. On 9th and 10th April, 1903, samples of water were collected every five minutes during a period of six hours at two points at the entrance to the Barrow Deep, and those which were taken in one hour were mixed together and subjected to bacterial examination. Separate samples were also taken at each point at times of high and low water. The points at which the samples were taken were so chosen as to enable an examination to be made of the water which leaves the Barrow Deep on an inflowing tide after the sludge has been discharged. The results of the examination showed that the average number of bacteria found in the water amounted to 440 per cubic centimetre, which is an insignificant number compared with the number in the sludge. The number of bacteria present in the so-called polluted water of the Barrow Deep is indeed frequently found in ordinary drinking water.

In September, 1903, a further investigation was made as to the effect of the discharge of sludge in the estuary. Previously the bacterial condition of the surface water only had been ascertained, but in September the examination was extended to the bacterial condition of the surface and bottom water, of the bed of the estuary, and of the sands which are uncovered at low water. The work was carried on over a period of nearly three weeks, and no less than 555 samples were collected.

A general survey of the results proves that, with the exception of one sample taken in the centre of the Barrow Deep, all the samples taken in the estuary were bacterially better than those taken in the river between the Chapman lighthouse and the Nore light-vessel. Proceeding downwards from the Chapman, the samples became constantly bacterially better until the centre of the Barrow Deep was reached. The channel north of the Barrow Deep (The Swin) was found to be quite clean, and was, bacterially, in a very good condition; and the same can be said of the southern channels, including the Black Deep, the Oaze Deep, and the Prince's and Duke of Edinburgh channels. In fact, it is not too much to say that the area in the immediate neighbourhood of the Barrow Deep showed no bacterial evidence of sludge. Even the worst sample in the Barrow Deep itself can only be considered to have contained a trace of sludge deposit when it is remembered that sludge itself contains on an average 125,000,000 of bacteria per gramme, as compared with 440, which represents the average number found in the water of the Barrow Deep.

The results of the experiments show that the present method of disposing of the sludge cannot give rise to any pollution of the foreshores of Kent or of Essex, and that if pollution of the foreshores arises, it must be due to local causes only. Experiments were also undertaken to ascertain the set of the tides in the Barrow Deep. Floats were placed in the water at different points of the flood tide, and in each case except one the floats returned in the ebb to the starting point or to the east thereof.

We may add that the Royal Commission on Sewage Disposal recently made an investigation into the discharge of sewage and trade effluents into tidal waters, with special reference to the contamination of shellfish, and their conclusions are embodied in the fourth report, which was issued

several months after the Council's chemist had made his report. Such paragraphs of the report of the Commission as relate to the Thames river and estuary are submitted below *in extenso*.

"84. We have also undertaken an examination of the River Thames and Thames estuary. In connection with this investigation the question of the disposal of the London sludge and other refuse in the open sea has been considered, and for purposes of comparison some analyses have been made of the river Thames at Sunbury and Hampton above the intake of some of the London waterworks companies. These matters are dealt with by Dr. Houston in his report on the River Thames and Thames estuary, which is published in the separate appendix to this report. One of the reasons for making this investigation was the allegation that the discharge of imperfectly-treated sewage of London into the river at Barking and Crossness, and the deposit of sludge and refuse in the open sea at Barrow Deep were causing great evils.

"85. As a result of these investigations, we find that, as judged by the *B. coli* test, the River Thames at Mucking, about 20 miles below the Barking and Crossness Outfall Works is at times as pure as the River Thames in the region of Sunbury and Hampton, above the intakes of some of the London waterworks companies.

"86. As regards change in the biological composition of the water in the River Thames from Barking and Crossness downwards towards the open waters of the estuary, all that need be said is that whereas at Barking and Crossness the number of *B. coli* per c.c. of water varied usually from 100 to 1,000, no appreciable improvement was noticeable at Purfleet (about 5 miles below Crossness), but slight improvement at Grays (about 10 miles below Crossness), and that it is not until Mucking (20 miles below Crossness) is reached that the quality of the water is so far improved as to vie with the water in the Upper Thames at Sunbury and Hampton. At Mucking, the number of *B. coli* per c.c. varies usually from 1 to 10, and about 5 miles lower down (at the Chapman light), it is so far improved that about one-half of the samples contained only one-tenth of this amount.

"These results do not support the allegation that the Kent and Essex foreshores beyond the Chapman Light are greatly contaminated by the discharge of imperfectly purified sewage into the Thames at Barking and Crossness.

"87. It will be seen that notwithstanding the daily discharge in dry weather into the Thames at Barking and Crossness of 230,000,000 gallons of treated sewage, each cubic centimetre of which contains about 100,000 *B. coli*, and the daily discharge of 7,000 tons of sludge into the Barrow Deep, each gramme of which may contain over a million *B. coli*, one-half of the samples of water at Chapman Light (about 25 miles below Crossness) and in Barrow Deep were not found to contain 1 *B. coli* per cubic centimetre.

"The total number of samples examined in connection with these investigations has been 265."

Main drainage extension.

In former reports we have called attention to the want of additional main sewer accommodation in the county in consequence of the large growth which has taken place in the population since the main drainage system was established. The Council has recognised the necessity for undertaking an extension of the system, and works which involve a total expenditure of about $3\frac{1}{4}$ millions of money have been in progress for some time. The scheme was, in principle, adopted by the Council on 5th December, 1899, and the several works included therein may be summarised as follows—

North of the Thames.

	Approximate cost.
(a) Barking to Old Ford—Two new sewers and extra works at Barking	£725,000
(b) New sewer between high level and middle level sewers ...	270,000
(c) New sewer between middle level and low level sewers ...	500,000
(d) Extension of middle level sewer to Scrubs-lane ...	12,000
(e) Additional pumping machinery at Abbey-mills ...	120,000
	<hr/> £1,627,000

South of the Thames.

(f) New sewer from Crossness to Deptford, including extra works at both stations	£744,300
(g) New sewer from Crossness to Catford	520,000
(h) Acquisition of property, compensation and general incidentals ...	105,700
(i) New sewer from Deptford to Battersea	300,000
	<hr/> £1,670,000

Total for both sides of the Thames, £3,297,000.

The provision of additional outfall sewers has been first undertaken, as it is necessary that the construction of outlets should be well advanced before the proposed new intercepting sewers, which will discharge into them, can be commenced, and during the past year we have devoted much time and attention to various matters connected with the construction of the sewers.

In carrying out works of this magnitude considerable difficulties have necessarily to be encountered before satisfactory arrangements can be concluded, and delicate negotiations have to be conducted with railway companies and persons over and through whose property the new

sewers have to pass. Great delay was at one time caused through failure to obtain possession of the land required, and compulsory powers of acquisition have had to be obtained from the Secretary of State on four occasions, in accordance with the provisions of the Metropolis Management Act, 1855, each application involving a delay of a few months.

The following is a statement of such works or contracts as have already been completed or let—

North of the Thames.

(a)	Extension of middle level sewer to Scrubs-lane—Completed at a cost, including compensation, of	£13,228
(b)	Northern outfall sewer, section A—Completed at a cost of	90,495
(c)	„ „ B—Completed at a cost of	68,713
(d)	„ „ C—Estimated cost	163,585
(e)	„ „ D—Estimated cost	181,400
		<hr/> £517,421 <hr/>

NOTE.—With the exception of a length at the Barking end, the above sections of the Northern outfall sewer cover the whole distance to Old Ford.

South of the Thames.

(f)	New sewers from Crossness to Deptford, and Crossness to Catford, together with works at Crossness, section A—Amount of contract	£73,980
(g)	Ditto, section A extension—Amount of contract	22,525
(h)	Ditto, section B—Estimated cost	291,000
(i)	Greenwich-road branch of new sewer from Crossness to Deptford.—Completed at a cost of	12,808
(j)	Crossness outfall—Revolving filth screens, hydraulic engines, etc.—Amount of contract	4,430
(k)	Crossness and Deptford—Hydraulic penstocks and gear on new sewers—Amount of contract	8,825
(l)	Crossness outfall—Fuel economiser—Amount of contract	305
(m)	Deptford pumping-station—New engine house and underground operations—Estimated cost	60,000
(n)	Deptford pumping-station—New engines—Amount of contract	22,698
(o)	Crossness to Catford sewer—Borings on Plumstead to Catford section—Amount of contract	446
		<hr/> £497,017 <hr/>

Total for both sides of the Thames, £1,014,438.

From the above statement it will be observed that good progress is being made with the construction of the new sewers, and we may add that every endeavour is being made to complete the drawings of other sections with a view to the works being put in hand with as little delay as possible.

The expenditure actually incurred up to 31st March, 1904, in connection with the enlargement of the outfall sewers amounts to £342,671 8s. 8d., the several payments being spread as follows—

	<i>Northern.</i>								<i>Total.</i>	
	1900-1.	1901-2.	1902-3.	1903-4.	£	s.	d.	£	s.	d.
Acquisition of property ...	3,782 5 -	4,630 - 8	5 - -	6,028 6 6	14,445	12	2			
Construction of sewers ...	70 13 -	77,821 6 10	80,766 8 2	68,560 19 5	227,219	7	5			
	<hr/> 3,852 18 -	<hr/> 82,451 7 6	<hr/> 80,771 8 2	<hr/> 74,589 5 11	<hr/> 241,664	<hr/> 19	<hr/> 7			
<i>Southern.</i>										
Acquisition of property ...	—	—	13 6 -	9,721 2 1	9,734	8	1			
Construction of sewers, extension of pumping-stations, etc.	—	331 17 3	40,071 8 11	50,868 14 10	91,272	1	-			
	<hr/> —	<hr/> 331 17 3	<hr/> 40,084 14 11	<hr/> 60,589 16 11	<hr/> 101,006	<hr/> 9	<hr/> 1			

Considerable progress has also been made with the drawings of a section of the proposed new intercepting sewer between the middle and low-level sewers. This section will extend from the west bank of the River Lea near Bow-bridge to the west side of the Regent's-canal at Limehouse, and we hope to be in a position to let the work under contract at an early date.

Storm relief works.

The extent to which premises in various parts of the county have been flooded during the past year has been a matter of great concern and regret to us, and the question of relieving the districts affected, so far as it relates to the provision of adequate main sewer accommodation, has engaged our most serious attention. The rainfall was quite exceptional in character and volume,

and the capacity of the main drainage system has consequently been taxed to a degree that was never anticipated or before experienced. From 8th July to 4th September there were twelve days on which the rainfall exceeded half an inch in 24 hours, the heaviest fall being on 23rd July, when as much as 3.59 inches were recorded at one of the pumping stations. Not only were the storms exceptionally heavy in themselves, but they occurred at such frequent intervals that the water had not subsided in the sewers after one storm before another occurred, while it will be remembered that on 13th, 14th and 15th June there was a continuous fall of rain during nearly the whole of the three days. The difficulties which have to be contended with in providing an efficient system of drainage for an area like that of the county of London under such circumstances must of necessity be enormous, and much time and attention have consequently been devoted to the work of devising some means whereby the sewers can be relieved of storm-water in less time than is now possible under all conditions.

We would, however, point out that all the floodings, with comparatively few exceptions, occurred in basements only, and that this state of affairs has arisen through basements having been formed at too low a level to admit of the possibility of their being properly drained at all times. The Council's powers of control over the formation of basements are very limited, and are only derived from the provisions of the London Building Act relating to the erection of dwelling houses on low-lying land. From the point of view of sanitation we feel that we cannot lay too much stress upon the importance of cutting off all drainage connections with basements in certain low-lying localities, and we may point out that some houses have been so constructed that no system of main drainage can possibly perform the required service at all times. In fact, in one district it is reported that the land is so low and the level of the ground water so high, that many of the houses are permanently water-logged, and an exceptional fall of rain raises the ground water level to the floors.

After having given the matter the fullest consideration we came to the conclusion that although great relief will be afforded by the completion of the new sewers included in the scheme for the extension of the main drainage system mentioned, the Council should also undertake other remedial measures for the disposal of storm water in particular localities. In considering the question of the form in which relief should be given, we have necessarily had regard to the circumstances under which the extension scheme, although subsequently modified, had its inception. Soon after the constitution of the first Council the condition of the river was the subject of serious complaints by riverside authorities and the public at large, and on 17th December, 1889 (p. 997), the Council passed a resolution expressing a desire to obtain "further information upon the question of sewage disposal, more especially with a view to the prevention of disease and freeing the river from pollution," and in accordance with the instructions of the Council the services of Sir Benjamin Baker were secured to join Sir Alexander Binnie, at that time engineer of the Council, in making a thorough examination of the whole sewage system. The joint report of these engineers was issued in February, 1891, and the opinion was expressed that the problem pressing for immediate solution was the efficient interception of as much as possible of the flow from the high ground without passing into the low-level sewers, and, consequently, allowing crude sewage to overflow into the river far more frequently than was originally contemplated. They found that the most frequent cause of complaint was due to the insufficient size of the main outfall sewers (which, it will be remembered, are now being enlarged), and to the frequent discharge of sewage into the river in the heart of the metropolis. It would appear, therefore, that the prevention of the discharge of sewage into the river was the primary object to be attained, and the recommendations of the engineers included the construction of new outfall and intercepting sewers, together with the separation of the Isle of Dogs and Hackney-wick branch sewers from the northern low-level sewer, as well as the provision of additional pumping power at the Abbey-mills and Crossness pumping stations. Some time afterwards the Council decided to carry out all the latter proposals, and the new sewer recommended for the drainage of Hackney-wick and Isle of Dogs was constructed, with the result that not only have floodings ceased to occur in the Isle of Dogs, but the discharges into the river from the Isle of Dogs pumping-station were reduced from an average of 288½ hours per annum during the previous five years to an average of 33 hours for the subsequent five years, with a minimum of 14½ hours.

The construction of additional outfall sewers on both sides of the river Thames has since been undertaken, and in considering, therefore, what works should be carried out for the relief of floodings, we have borne in mind the fact that the discharges into the river of sewage diluted to a comparatively small extent after a slight rainfall, and necessarily of a foul character, will be obviated upon the completion of the proposed new intercepting and outfall sewers, and the principle that sewage should, as far as possible, be conveyed to the outfall works and storm water to the river can therefore be acted upon with greater safety. It must be recognised, however, that the general features of the main drainage system have been unalterably settled, and that so far as almost the whole of London is concerned it is impossible to separate the rain water from the house drainage. The open streams in some of the outlying parts of the county can with advantage be used for the disposal of storm water, and this course has been largely adopted, notably in Lewisham.

Under all the circumstances, therefore, the proposals which we decided to submit to the Council consist of the construction of relief sewers which will communicate directly with the river Thames or with other sewers already connected therewith, and secondly in order to provide a satisfactory outlet for the storm water in low-lying localities, and the erection of pumping-stations so that the discharge can take place at all states of the tide, as otherwise the sewers through being tide-locked will be unable to afford the desired relief. The relief will not, it is anticipated, be confined to the districts in which the works will be carried out, but, by the diversion of storm water and sewage from sewers in other districts, a considerably larger area will be relieved.

The total cost of the suggested new sewers and pumping-stations is estimated at roughly £737,000, in addition to which a sum of £58,000 must be added as representing the probable cost of acquiring the sites for the pumping-stations and outlets. It should be pointed out, however, that, as time had not allowed the drawings to be prepared and the bills of quantities to be taken out, the estimate for works is only an approximate one, and may have to be varied after the actual measurements have been made. Under the circumstances we forwarded to the Finance Committee an estimate of £5,000 only in respect of preliminary expenses, and the Council on 16th February, 1904, authorised us to proceed with the preparation of the necessary plans.

The proposed flood relief works and the manner in which the several districts will be affected may be briefly described as follows—

(a) *Storm relief sewer from Holloway-road to the Tower of London.*

Attention has frequently been called to the condition of the northern high-level sewer at times of heavy rainfall, and to the tendency to flooding in the vicinity of Mare-street, Hackney, in consequence of the discharge of storm water from the upper parts of Holloway and Stroud-green. At the point where Camden-road meets Holloway-road there are at present at different levels three sewers belonging to the Council, viz., the northern high-level sewer, the Holloway to Hackney storm relief sewer, and the Camden-road relief sewer, the last-named being connected with the Fleet sewer. In times of heavy rainfall overflows of varying degree take place from the first-named sewer into the other two, but we find that in past years floodings have occurred in Mare-street, Hackney, through the northern high-level sewer and the Holloway relief sewer becoming surcharged. In fact, the water occasionally rises above the road level in Mare-street, and during one of the recent storms the depth of water in the road near Hackney station was as much as 18 inches. For the purpose of relieving the districts served by the above-named sewers, it is proposed that a new relief sewer should be provided to take the water direct from Holloway-road to the river Thames, and that the sewer should be so constructed as to receive overflows from other sewers, including the existing and the new middle-level sewers. It may also be pointed out that the discharges into the Fleet and Fleet storm relief sewers will be diminished through the diversion into the new sewer of a great deal of the storm water which would, under present conditions, drain into them, and the floodings in the districts served by those sewers from St. Pancras through King's-cross to the river Thames at Blackfriars-bridge will be relieved. The sewer, which can discharge by gravitation into the river at all states of the tide, will be about $4\frac{1}{2}$ miles in length, and the cost of construction, apart from that of forming the necessary outlet, is roughly estimated at £250,000.

(b) *New sewer along Stroud-green-road and Tollington-park.*

A large number of floodings have occurred in the neighbourhood of Stroud-green-road and Blackstock-road, Stoke Newington, in consequence of the discharge into the local sewer in Stroud-green-road of storm water from the district of Stroud-green, which is within the area of the borough of Hornsey. The sewer becomes surcharged quickly owing to the rapid descent of water from the higher ground, and the storm water from Upper Holloway and surrounding district is unable to find a free outlet. The question of providing relief was for some time the subject of negotiations between ourselves, the Islington Metropolitan Borough Council, and the Corporation of Hornsey, and it has been provisionally agreed that a new sewer shall be constructed from Sparsholt-road along Stroud-green-road, Tollington-park-road and Grove-road into the Holloway storm relief sewer. In Stroud-green-road the new sewer would be placed at a lower level than the existing sewer, and would receive overflows from the latter at frequent intervals. This work should, we think, be undertaken subject to the cost thereof, which is estimated at £25,000, being duly apportioned between the several authorities.

(c) *Extension of Hackney-wick relief sewer.*

The north-eastern part of Hackney, including Upper and Lower Clapton, is at present drained by means of the northern high-level sewer and the Marsh sewer, but as the latter sewer is in a very defective state and incapable of efficiently disposing of the storm water from the district draining into it, it is proposed that the Hackney-wick relief sewer should be extended northwards from its present termination near Gainsborough-road. The cost of carrying out this extension will amount to about £70,000.

(d) *New sewer from Middle level sewer to Counter's-creek sewer.*

As regards Fulham, Hammersmith and Kensington, it has been pointed out to us that there is a large number of local sewers, measuring 4 ft. by 2 ft. 8 in., in the district west of the Counter's-creek sewer, between Hammersmith-road and the Thames, in addition to the sewers under the control of the Council, and that the most obvious method of stopping floodings would have been to connect these sewers to the Counter's-creek sewer at different points between Hammersmith-road and Lots-road. It appears, however, from the levels taken that these local sewers and the Council's sewers are so much lower than the Counter's-creek sewer that the suggested connections are impossible. These sewers carry a great deal of sewage and flood water from the north side of Hammersmith-road, and it will be possible to divert a large quantity of this more northern sewage from them. It is not, therefore, proposed at the present time that any new sewers should be constructed in this district, as, by the construction of the Lots-road pumping-station, the diversion of some of the sewage coming from the north, and the construction of the proposed new intercepting sewer, the necessary relief will be afforded.

The floodings in North Kensington have been very severe, the reason being that there is a storm overflow from the middle level sewer to the Counter's-creek sewer, but instead of this storm water being carried by a special sewer, it reaches the Counter's-creek-sewer by going through a number of local sewers. All the floodings occur on each side of these local sewers, and

as it is obvious that these latter become surcharged very quickly, a new storm water sewer ought to be constructed from the middle level sewer near Notting-hill to the Counter's-creek sewer. The total cost of constructing such a sewer is estimated at £20,000.

It should be added that the new pumping-station in Lots-road, Chelsea, which has recently been completed, is designed to deal with the storm water brought down by the Counter's-creek sewer and the western branches of the northern low-level sewer, and that the areas drained by these sewers in the metropolitan boroughs of Chelsea, Fulham, Hammersmith and Kensington will be beneficially affected.

(e) New pumping station in Wandsworth.

Dealing next with the south side of the Thames, the floodings have been most severe in the low-lying districts of the several boroughs, and the level of the land is such as to prevent adequate relief being afforded to the sewers by means of outlets into the Thames without the aid of pumps.

Taking first, however, the high-level district of the eastern portion of the Metropolitan Borough of Wandsworth, the floodings in this locality have been to some extent caused through a local sewer having to receive the flow of three tributary sewers, each capable of discharging more than the sewer itself could take away. A new sewer is about to be completed by the Council for the relief of the southern high-level sewer in Balham High-road, and the borough council has, with our approval, undertaken to construct a storm-water outlet into the river Graveney in Greyhound-lane. With the completion of these sewers and the formation of connections with the proposed high-level sewer it is probable that the recurrence of floodings in this district will be avoided.

As regards the western portions of Wandsworth and Battersea, the floodings appear to have been due to the fact that the southern low-level sewer in Battersea-park-road is unable to take away the quantities of water brought into it by the Falcon-brook sewer, the Wandle sewer in Garratt-lane, and the western portion of the low-level sewer itself, the first-named sewer being capable of discharging more than the low-level sewer can convey. The evil will undoubtedly be mitigated to some extent by the proposed new sewer from Deptford to Battersea, but, having regard to the large area drained by the Wandle sewer and the increase in population which has taken place in this district of late years, we are strongly of opinion that the Council should provide means for dealing independently with the storm-water brought down by the sewers in the Wandle valley. Additional relief will to some extent be given by the formation of the outlets into the river Wandle from the sewer in Garratt-lane, which the Council has already sanctioned, although it must be pointed out there are a large number of cellars in the neighbourhood which are considerably below the flood level in the sewer. We are informed that it is impracticable to obtain a gravitation discharge for storm water into the river at this point, and the only alternative, therefore, is the erection of a pumping-station on such site as may be found to be most suitable and effective. By making separate provision in this manner for the storm water in this locality, the low-level sewer will be rendered more capable of disposing of the storm water brought into it in its passage through low-lying districts as far as the Deptford pumping-station. The cost of erecting the station, exclusive of that of the site and constructing the necessary sewers in connection therewith, will approximately amount to £100,000.

(f) New pumping station in Southwark.

The main drainage of the Metropolitan Boroughs of Southwark and Bermondsey is at present effected principally by means of the southern low-level and Bermondsey branch sewers respectively, but, as these sewers are greatly surcharged at times of heavy rainfall, and the districts drained are low-lying, we are of opinion that further provision should be made whereby the storm-water can be conveyed away more quickly. The proposed new intercepting sewer from Deptford to Battersea will give considerable relief to this area, and additional relief could afterwards be afforded by the construction of new sewers into the existing low-level sewer. As this course, however, would involve the pumping of the storm-water at both the Deptford and Crossness stations, we concur in the suggestion of the engineer that a pumping-station should be erected near the river in the neighbourhood of London-bridge, and that new relief sewers, one from near the Elephant and Castle or St. George's-circus and another from Bermondsey, should be constructed in connection with the station. The total cost of these works, exclusive of that of acquiring the site for the station, is estimated to amount to £130,000 approximately.

(g) Smaller relief works.

In conclusion, we would point out that smaller relief works are suggested for various districts, at an approximate cost of £75,000, viz., £40,000 on the north side of the Thames and £35,000 on the south side, but we are not at present in a position to state precisely what these proposals are, and they will, therefore, form the subject of report to the Council at a later date.

Drainage of out-county districts.

The drainage of the borough of West Ham is admitted into the Council's system in accordance with the provisions of section 18 of the West Ham Corporation Act, 1903, but no contributions have yet been received by the Council in respect of the service rendered. The sewage from that part of the borough which is situate to the northward of the Victoria and Albert Docks has been pumped into the northern outfall sewer since 25th May, 1900, at a point just below the Abbey-mills pumping-station, while the flow from the portion south of the docks has, since 28th January, 1901, been discharged by gravitation into the sewer constructed by the Council in connection with the drainage of North Woolwich. The Act provides that the West Ham Corporation shall make to the Council such annual or other payments in such manner at such times and in such principle, having regard to all the circumstances of the case, as may be agreed between

the Corporation and the Council, or as, failing agreement, may be determined by an arbitrator appointed by the two authorities, or in case of difference by the Local Government Board. Negotiations with the Corporation for a settlement of both the terms of payment and the appointment of an arbitrator having failed, application was made to the Local Government Board to appoint an arbitrator, and Sir Hugh Owen, G.C.B., was in due course appointed in that capacity. The case was argued before the arbitrator on 9th and 10th March, 1903, and further detailed evidence required by him was submitted on 20th January, 1904, but his award has not yet been given.

Another district in respect of the drainage of which the Council has sought payment is that of Upper Norwood, which forms part of the county borough of Croydon. It lies within the London watershed area, and has always drained into the metropolitan main drainage system. Negotiations with the Corporation of Croydon resulted in that authority agreeing to pay a capital sum of £7,000 and a proportionate annual sum to provide for current interest and sinking fund charges in respect of the debt remaining undischarged, and for the management, maintenance and working of the main drainage system. The capital sum represents not only the amount which Croydon would have had to pay if it had been liable to contribute towards the cost of constructing the main drainage system equally with other parishes and places within the system, but also a certain sum in respect of the past user of the system. The sanction of Parliament has been obtained to this arrangement in the Council's General Powers Act, 1903.

Sludge vessels.

During the year the six sludge vessels made 2,582 trips to sea, or an average of 49·6 trips per week. The total cost of maintaining and working the vessels amounted to £38,002, but as a sum of £1,265 was recovered in respect of repairs sustained in collisions, the net expenditure has been £36,737, including £16,227 in wages, £12,431 for fuel, and £4,534 for repairs. From these figures it will be seen that the net cost per trip has been £14·22, as compared with £14·03 in the preceding year, and that if each trip be reckoned at 100 miles the cost per mile has been 2·84s. All the vessels have been insured for the gross sum of £114,000 at a premium of £1 17s. 6d. per cent.

Barking outfall.

The necessity for acquiring additional land for the further extension of the Barking outfall has engaged our attention, and in view of the fact that some land which might conveniently be adapted for that purpose was recently sold or let on lease for the erection of factories thereon, we advised the Council to seek for the necessary powers to purchase an area of about 200 acres of land lying to the north and west of the outfall works. The several owners of the property were approached with a view to ascertaining whether they were prepared to dispose of their interests therein, but as some of them were unwilling to treat for the sale of the land on any terms, while the prospect of arriving at a satisfactory settlement with the others was somewhat remote, the Council, on 28th July, 1903, decided to apply to the Secretary of State for the Home Department for his consent to the compulsory acquisition of the property. The cost of purchase is estimated not to exceed £35,000.

Apart from the operations incidental to the chemical treatment of the sewage no work other than general repairs and renewals has been undertaken at this station. It may interest the Council to know that the one-acre coke bed has been maintained in action for over 10 years for the bacterial treatment of the effluent produced after chemical precipitation, and that the purification effected continues to be satisfactory.

The total expenditure on works account during the year amounted to £53,997, the principal items being—salaries and wages, £19,244; chemicals, £15,151; and rates, taxes, insurance, gas and water, £12,737.

Crossness outfall.

The roofs of the main boiler house, stores and workshops at the Crossness outfall have been repaired and repainted at a cost of about £610. It has also been necessary to execute somewhat extensive repairs to the electric battery at a cost of about £340, and to the fuel economiser at a cost of about £250.

In pursuance of an order made by the Board of Education on 24th March, 1903, the Education Act of 1902 came into operation in the Erith district on 1st May, 1903, and on that date the school provided by the Council for the accommodation of children resident at Crossness became maintainable by the local education authority, viz., the Erith Urban District Council. The site of the school building was, however, required in January last for the purposes of the enlargement of the southern outfall sewer, but before the demolition of the building, arrangements were completed for the continuation of the school by the Erith Urban District Council in another building erected on the Council's property.

The routine work at this station consists of pumping as well as chemically treating the sewage brought down by the southern outfall sewer, and the total expenditure incurred on rate account during the year amounted to £52,863. Of this sum salaries and wages were £17,569, while £8,301 was paid for chemicals, £8,889 for fuel, and £12,392 for rates, taxes, insurance and water.

Abbey-mills pumping-station.

The water at present used in the boilers at the Abbey-mills pumping-station is obtained from the Channelsea river, which is a tidal backwater of the river Lee, but as it is becoming more and more impregnated with refuse considerable difficulty is being experienced in keeping furnaces in good order, and extensive repairs have had to be undertaken from time to time. Under these circumstances it has been deemed advisable to take steps to obtain water from a different source, and the Council has, upon our recommendation, decided to provide surface condensing

plant in lieu of the existing jet condensing arrangements on the eight beam-engines. By the adoption of surface condensers not only will the expense involved in replenishing the boilers be reduced to a minimum, but the use of condensed water will have the effect of keeping the boilers in good condition, and thereby prolonging their life. A contract which has been let for the supply of the condensers, together with the necessary steam piping, damper gear, and all accessories complete, amounts to £7,995, and considerable progress has been made with the work. The external iron and wood work at the station requires to be repainted, and a contract has been entered into for the execution of the work for the sum of £500. The total quantity of sewage pumped during the year was approximately 32,863 million gallons, and the expenditure on rate and maintenance account was £22,160, or £·674 per million gallons.

Deptford pumping-station.

The erection of the new engine house and other incidental work required at this station in connection with the enlargement of the main drainage system south of the river Thames is being proceeded with, and a contract has been let for the manufacture of two triple expansion engines. The Council has decided to compound the existing four beam engines with a view to their more economical working, but the alterations will not be effected until the proposed new engines are completed, so that sufficient pumping power may be kept in reserve while some of the engines are disabled. The total quantity of sewage pumped during the year was approximately 22,497 million gallons, and the expenditure on maintenance account amounted to £9,544, or £·424 per million gallons pumped.

Western pumping-station.

Extensive repairs to the beams of the four main engines at this station have been executed at a cost of £370, and arrangements have been made for improving the lighting of this station at a cost of £168. The quantity of sewage pumped during the year was 13,265 million gallons and the expenditure on rate and maintenance account amounted to £6,767, or £·510 per million gallons pumped.

North Woolwich pumping-station.

At this station the sewage from North Woolwich and the portions of East Ham and West Ham situate to the south of the Victoria and Albert Docks is pumped and passed under pressure through cast iron mains to the Barking outfall. During the year new suction and delivery valve boxes for the engines have been obtained and old ones refitted at a cost of about £276, and the old sheet piling on the river frontage of the wharf has been renewed. The total quantity of sewage pumped was approximately 1,709 million gallons, and the expenditure incurred on rate and maintenance account amounted to £4,228, or £2·474 per million gallons pumped.

Storm relief pumping-stations.

The pumping-stations which have been provided by the Council for relieving the sewers at times of heavy rainfall have worked satisfactorily when occasion demanded, and the expenditure incurred in the maintenance thereof has been as follows—Heathwall, £1,381; Isle of Dogs, £1,192; and King's Scholars' Pond sewer, £296.

At the Heathwall pumping-station an exchange of land has been effected between the Council and the owners of adjoining property, Messrs. Page, Son and East. The land which the Council has now in its possession at the rear of this station is more suitable than that given up for the extension of the station or other work which may, at some future time, have to be undertaken.

The new pumping-station in Lots-road, Chelsea, was opened on Saturday, 20th February, 1904, the ceremony being performed by the chairman of the Council, Lord Monkswell. The station, which has a frontage of 159 feet to Lots-road, and a depth of nearly 77 feet, has been erected in such a position as to adequately command the storm water in the Counter's-creek sewer and the western branch of the northern low-level sewer.

The engines and pumps in connection with each sewer are necessarily distinct, but the arrangements in each case are practically identical in kind although not in size and discharging capacity. The pumping will necessarily be intermittent, and the employment of gas engines with centrifugal pumps has consequently been considered desirable and economical. The four pumps connected with the Counter's-creek sewer, which are driven by "Otto" gas engines, each of 260 i.h.p., have suction and discharge branches 32 inches in diameter, and are each capable of lifting 3,000 cubic feet of water per minute to a height of 14·5 feet. The four pumps provided for dealing with water in the low-level sewer are driven by engines of 210 i.h.p. each, have branches 23 inches in diameter, and each is capable of lifting 1,500 cubic feet of water per minute to a height of 28 feet. The total quantity of water which can be raised per minute at the station is about 112,500 gallons. The cost of providing the station, including the acquisition of the site, erection of the buildings, provision of machinery, etc., has amounted to about £82,000.

Main sewers.

From time to time complaints have been made of the flooding of property in Balham and Upper Tooting at times of heavy rainfall, and attention has been called to the necessity for providing additional main sewer accommodation to meet the requirements of the neighbourhood. The drainage from the districts affected is at present carried away by the sewer known as the southern high level sewer extension, which passes along Balham High-road. The gradient of the sewer is, however, much reduced at a point near Marius-road, and its discharging capacity is proportionately lessened. Moreover, since the sewer was constructed, about 37 years ago, the population of the area drained has largely increased, and not only has the accommodation available for surface water been thereby lessened, but the gradual conversion into streets and paved surfaces

of what was formerly porous soil has had the effect of bringing more rain-water into the sewer than formerly. Under the altered conditions, therefore, it appeared to us that the sewer had become inadequate to perform the service for which it was intended, and we therefore advised the Council to provide other means for the effectual drainage of the district, by constructing a new egg-shaped sewer, measuring 4 feet by 2 feet 8 inches, from Balham High-road, along Marius-road, Rowfant-road and Boundaries-road, and thence across private land to Balham-park-road and under the London, Brighton and South Coast Railway to the local sewer in Mayford-road. On 19th May, 1903, the Council adopted the recommendation, and the drawings and specification were referred to the Works Committee with a view to the work being carried out without the intervention of a contractor. Considerable relief for the existing main sewer will thereby be afforded, and the new sewer will discharge its contents into the Falcon-brook sewer at the rear of Nightingale-lane. The flow in the last-named sewer passes ultimately into the Clapham to Putney storm relief sewer, which has sufficient accommodation to receive the additional quantity of storm water. The total length of the proposed sewer is about 1,940 feet, and is estimated to cost £7,220.

The owners of the Du Cane estate, Streatham, having agreed to provide a separate system of sewers for taking away the surface water from the estate, the Council decided to construct a short length of sewer to serve the purpose of an outlet for such water into the Graveney-brook. A tender, amounting to £250 4s. 6d., for the execution of the work was accepted by the Council on 28th July, 1903. By the construction of the sewer the tendency to increase the possibility of flooding in the Lower Tooting and Garratt-lane districts will be avoided, and the diversion of all storm water from the ordinary sewers on the estate will relieve the southern low-level sewer.

In consequence of frequent complaints as to its insanitary condition, the drawdock which formed the outlet of the old Hackney-brook sewer into the river Lee at the foot of the northern outfall sewer embankment has been filled in, and sheet piling erected across the mouth thereof at a cost of £347 0s. 8d. The Governors of Christ's Hospital, who are the owners of the land on one side of the old brook, agreed to bear one-half of the cost of the work, and the line of division of the property reclaimed has been settled.

Attention has also been directed to the danger to life and property arising from the discharge of chemical and trade refuse into the Council's sewers at Hackney-wick, and a number of chambers have been constructed to intercept the flow of inflammable and poisonous substances from certain drains before it reaches the sewers.

Among other works undertaken in the course of the year may be mentioned the repair of the undermentioned sewers—Islington branch of the London-bridge sewer between Upper-street and Canonbury-road, at a cost of about £2,000; Northumberland-street sewer, at a cost of £1,000; Fleet sewer, and branches, at a cost of £2,215; London-bridge sewer, between Houndsditch and Eastcheap, at a cost of £4,080; Counter's-creek sewer, in Bramley-road, Notting-hill, and Latimer-road, at a cost of £650; Stamford-brook sewer, in Old Oak-road, at a cost of £500; Battle-bridge sewer, in Snow's-fields, Bermondsey, at a cost of £362; Earl boundary sewer, near Lee-terrace, Rotherhithe, at a cost of £350; Marsh sewer, near where the sewage from Tottenham enters, the cost being estimated at £300; Ranelagh sewer, in Bayswater-road, at a cost of £250; Victoria-street sewer, in Whitehall, at a cost of £300; and King's Scholars' pond sewer near Fairfax and Adelaide roads, Hampstead, at a cost of £400.

Local sewers.

The following table shows the total length and sizes of local sewers, the construction of which has been sanctioned by the Council during the year.

Size.	North of Thames.	South of Thames.	Total length.
	feet.	feet.	feet.
4 feet by 2 feet 6 inches	3,746	—	3,746
3 feet 9 inches by 2 feet 6 inches... ..	1,070	—	1,070
3 feet 6 inches by 2 feet 4 inches... ..	—	835	835
3 feet by 2 feet	—	1,150	1,150
24 inches	—	485	485
21 inches	—	1,180	1,180
18 inches	1,735	7,123	8,858
15 inches	2,186	21,887	24,073
12 inches	13,420	73,732	87,152
9 inches	2,097	48,035	50,132
6 inches	90	580	670
Total in 1903-4	24,344	155,007	179,351
Total in 1902-3	28,996	155,978	184,974
Total in 1901-2	18,333	89,171	107,450

WILLIAM GOODMAN,
Chairman.

REPORT OF THE PARKS AND OPEN SPACES COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—J. W. Cleland.

Vice-Chairman—Captain G. S. C. Swinton.

Austin, E.	Dodson, G. E.	Pomeroy, Ambrose
Branch, J.	Dolman, F.	Rotton, Lieut.-Col. A.
Brandon, J.	Fletcher, J. S.	Sankey, Stuart
Campbell, C. H.	Hemphill, Captain	Smith, Alfred
Collins, S.	Horniman, E. J.	Smith, Edward
Cooper, B.	Hunter, T.	Squires, W. J.
Crooks, W.	Lawson, Hon. H. L. W.	Torrance, A. M.
Davies, T.	Mullins, W. E.	Warmington, F. W.
Davies, W.	Piggott, John	Williams, Howell J.

The Committee received with much regret information that Mr. A. L. Cohen died on 4th December, 1903. He had been a member of the Committee since he became a member of the Council in March, 1901. In view of the approaching date for the triennial election of councillors, it was not necessary to fill the vacancy caused by Mr. Cohen's death. The only other alteration in the constitution of the Committee since its appointment in March, 1903, was caused by the resignation of Sir William Collins, and the subsequent appointment of Captain Hemphill to fill the vacancy.

The system of dividing the Committee into a number of sub-committees, and allotting for consideration to each a part of the work of the Committee, has been continued, but the recommendations of sub-committees are reported to the Committee for approval. During the year 28 meetings of the Parks Committee and 129 meetings of sub-committees have been held.

The standing sub-committees with their members (excluding ex-officio members) and the numbers of meetings held were as follows—

South-West District Sub-Committee (18 meetings).

Davies, W. (Chairman)	Dolman, F.	Hunter, T.
Collins, S.	Horniman, E. J.	Rotton, Lieut.-Col. A.

South-East District Sub-Committee (19 meetings).

Squires, W. J. (Chairman)	Horniman, E. J.	Pomeroy, Ambrose
Brandon, J.	Piggott, John.	Warmington, F. W.

North-West District Sub-Committee (18 meetings).

Sankey, Stuart (Chairman)	Davies, T.	Mullins, W. E.
Brandon, J.	Fletcher, J. S.	Torrance, A. M.
Campbell, C. H.	Hemphill, Captain	Williams, Howell J.
Cohen, A. L.		

North-East District Sub-Committee (17 meetings).

Smith, Alfred (Chairman)	Cooper, B.	Smith, Edward
Austin, E.	Crooks, W.	Torrance, A. M.
Branch, J.	Lawson, Hon. H. L. W.	

General Sub-Committee (17 meetings).

Swinton, Capt. G. S. C. (Chairman)	Fletcher, J. S.	Sankey, Stuart
Austin, E.	Piggott, John	Smith, Alfred
Davies, W.	Rotton, Lieut.-Col. A.	Squires, W. J.

Accounts Sub-Committee (13 meetings).

Collins, S. (Chairman)	Davies, T.	Pomeroy, Ambrose
Campbell, C. H.	Dodson, G. E.	Smith, Edward
Cooper, B.	Dolman, F.	

Bands Sub-Committee (10 meetings).

Sankey, Stuart, (Chairman)	Davies, T.	Smith, Alfred
Collins, S.	Hunter, T.	Squires, W. J.
Crooks, W.	Piggott, John	Warmington, F. W.

Animal Life Sub-Committee (5 meetings).

Smith, Edward (Chairman)	Dolman, F.	Warmington, F. W.
Brandon, J.	Horniman, E. J.	Williams, Howell J.
Dodson, G. E.	Lawson, Hon. H. L. W.	

Games Sub-Committee (5 meetings).

Collins, S. (Chairman)	Hunter, T.	Pomeroy, Ambrose
Branch, J.	Mullins, W. E.	Smith, Alfred
Davies, T.	Piggott, John	

There were also appointed at various times six *Special Sub-Committees* for the transaction of particular business. These held in all 7 meetings.

For the information of the Council a comparison is presented of the number and area of the parks and open spaces, churchyards and playgrounds under its control and actually laid out for

the public enjoyment at the time of its accession to the government of London with those in existence at the end of March last, showing also the outdoor staff and the annual expenditure on maintenance at the same periods—

Year.	Number of places.	Acreage.	Outdoor staff.	Maintenance.
1889-1890	40	2,656	333	£52,677 12 8
1903-1904	103	4,917½	899	* 127,747 - -

In this report, which covers the period from 1st April, 1903, to 31st March, 1904, only the most important matters dealt with by the Committee are mentioned. It has not been thought necessary to trouble the Council with a statement of the many details of management which have occupied the attention of the Committee during the year.

It is with great satisfaction that the Committee point to the following list of places which during the period under review have been secured or are in progress of being secured for addition to London's open spaces—

Finsbury-square, 1¼ acres (will be transferred from the Ecclesiastical Commissioners in 1909).

Ladywell-recreation-ground (addition), ¾ acre.

Plumstead-common (addition), Squatter's-retreat ¼ acre.

Tooting-common (addition), ½ acre.

Brunswick-square, Camberwell, 3¾ acres.

Mountsfield-estate, Hither-green, 5¼ acres.

Springfield-estate, Upper Clapton, 32½ acres.

York and Arbour squares, Stepney, 1 acre.

It will be interesting to the Council in this connection to be made acquainted with the additions to London's playing grounds since the Council first came into being. The following statements are therefore appended—

I. STATEMENT showing money voted by the Council for the purchase, or for contributions towards the purchase, of land, for the purposes of parks and open spaces, and to be maintained by it (except where otherwise stated)—

Year.	Name of Place.	Acreage.	Amount voted by Council in connection with purchase.
1889	Ladywell Recreation-ground (parts of) ...	3½	£1,812 10
	Myatt's-fields ...	14½	(a) Gift.
	Total for 1889 ...	18	£1,812 10
1890	Brockwell-park ...	81½	£65,200
	Maryon-park ...	11	(b) Gift.
	Newington Recreation-ground...	1¾	5,000
	Parliament-hill (old reservoir)...	2¼	6,500
	Ravenscourt-park (addition) ...	Less than ¼	100
	Wapping Recreation-ground ...	2½	Transferred from the Housing Committee.
	†11 Churchyards and gardens ...	19	Transferred from Metropolitan Public Gardens Association.
	Total for 1890 ...	118¼	£76,800
1891	Goldsmith-square Recreation-ground (maintained by Shoreditch Borough Council)	1	£2,550
	Highbury-fields (part of) ...	2	3,000
	Ladywell Recreation-ground (addition)...	3½	Gain by exchange.
	Meath-gardens ...	9½	1,005
	The Royal Victoria-gardens ...	10	1,000
	Telegraph-hill ...	9½	2,000
	Tooting-common (part of) ...	3½	3,476
	Total for 1891 ...	39	£13,031
1892	Bethnal Green-gardens (Poors' land addition) ...	6½	£6,000
	Eel Brook-common (part of) ...	Less than ¼	300
	Shandy-street Recreation-ground ...	1½	(c) 5/- a year rental
	Waterlow-park ...	29	(d) Gift.
	Well-street-common (part of) ...	½	675
	Total for 1892 ...	37¾	£6,975
1893	Bostall-woods... ..	62¼	£6,100
	Hackney-marsh	337	50,000
	Hilly-fields	45½	22,000
	Spa-green (addition)	1½	10,000
	Ladywell Recreation-ground (addition)...	¾	116
	Total for 1893	445½	£88,216

* Subject to audit.

† Three places having an area of 2½ acres have since lapsed.

(a) Donor, Mr. Minet.

(b) Donor, Sir S. M. Maryon Wilson, Bart.

(c) During the life of Captain Beaumont.

(d) Donor, Sir S. Waterlow, Bart.

Year.	Name of Place.	Acreage.	Amount voted by Council in connection with purchase.
1894	Beaumont-square-garden	1 $\frac{3}{4}$	(a) 5/- a year rental.
	Boundary-street-gardens		Transferred from Housing Committee.
	Bostall-heath (Clam field)	16	£2,513
	Deptford-park	17	24,000
	Lincoln's Inn-fields	7	13,000
	Peckham Rye-park	48 $\frac{3}{4}$	18,000
	Red Lion-square-garden		Transferred from Trustees.
	The Island-gardens, Poplar	3 $\frac{1}{2}$	5,200
	Whitefield-gardens, Tottenham-court-road		5,296
	Total for 1894	94 $\frac{1}{2}$	£68,009
1895	Aske's-garden, Hoxton	3 $\frac{3}{4}$	£8,820
	Brockwell-park (Arlingford-road entrance)	3	6,680
	Ravenscourt-park (Ravenscourt-square addition)	$\frac{1}{2}$	250
	Maryon-park (addition)	$\frac{1}{2}$	(b) Gift.
	Total for 1895	4 $\frac{3}{4}$	£15,750
1896	Hackney-marsh (addition)	Less than $\frac{1}{4}$	£25
	Nelson Recreation-ground, Bermondsey	$\frac{3}{4}$	2,375
	Streatham-common (addition)	Less than $\frac{1}{4}$	150
	Walworth Recreation-ground	$\frac{3}{4}$	2,575
	Sydenham Wells Park	17 $\frac{3}{4}$	3,500
	Total for 1896	19 $\frac{3}{4}$	£8,625
1897	Bromley Recreation-ground	1 $\frac{1}{2}$	£6,500
	Ivy-street, Hoxton, Recreation-ground (maintained by Shoreditch Borough Council)	$\frac{1}{4}$	2,500
	Mill-fields (gain by exchange)	7 $\frac{1}{2}$	500
	Wandsworth-park	20 $\frac{1}{4}$	15,500
	Christchurch-garden, Spitalfields	1 $\frac{1}{4}$	Transferred from Metropolitan Public Gardens Association.
	Ravenscourt-park (addition)	$\frac{1}{4}$	550
	Total for 1897	31	£25,550
1898	Northbrook-park, Lee	7	(c) Gift, costs £100
	Golder's-hill	36	£12,000
	Newington Recreation-ground (addition)	$\frac{1}{8}$	2,000
	Hughes Recreation-ground, Deptford	$\frac{3}{4}$	2,200
	Total for 1898	43 $\frac{7}{8}$	£16,300
1899	Manor House-gardens, Lee	8 $\frac{3}{4}$	£3,500
	Blackheath—Ranger's house and ground	2 $\frac{1}{2}$	2,500
	Garratt-green	8	110
	Ladywell Recreation-ground (addition)	$\frac{1}{2}$	170
	Newington Recreation-ground (addition)	$\frac{1}{8}$	830
	do. do. (Rope-walk addition)	$\frac{1}{2}$	9,000
	Total for 1899	19 $\frac{9}{10}$	£16,110
1900	Hackney-marsh (addition)	$\frac{1}{5}$	£1,100
	Archbishop's-park	9 $\frac{1}{2}$	(d) Loan.
	Albert-square	$\frac{2}{3}$	10,560
	Brockwell-park (addition)	42 $\frac{1}{2}$	32,250
	Little Dorrit's-playground	$\frac{1}{3}$	Transferred from Housing Committee.
	Brickfield-gardens, Limehouse	2 $\frac{1}{8}$	7,050
	Total for 1900	55 $\frac{2}{5}$	£50,960

(a) During the life of Captain Beaumont.
 (b) Donor, Sir S. M. Maryon Wilson, Bart.

(c) Donors, Earl Northbrook and Viscount Baring.
 (d) Loan from the Archbishop of Canterbury.

Year.	Name of Place.	Acreage.	Amount voted by Council in connection with purchase.
1901	Ravenscourt-park (addition)	$\frac{1}{4}$	£750
	Horniman-gardens	9	(a) Gift.
	Clapham-common (addition)	$\frac{1}{8}$	8,500
	Ladywell Recreation-ground (addition)	$\frac{3}{4}$	690
	Tunnel-gardens, Poplar	2	A portion transferred from Bridges Committee and remainder rented for £10 per annum.
	Millbank-gardens	$\frac{1}{2}$	Acquired in connection with the Millbank housing scheme.
	Marble-hill, Twickenham	66	36,000
	Total for 1901	79	£45,940
1902	Eltham-park	$41\frac{1}{2}$	£4,675
	Hackney-marsh (addition)	$\frac{1}{2}$	250
	Nelson-square, Blackfriars	$\frac{1}{4}$	(b) Freehold given.
	Avery-hill, Eltham	84	Incidentals £1,000.
	Hampstead-heath (addition)	$\frac{1}{4}$	25,200
	" " " " " " " " " " " "	$\frac{1}{4}$	1,200
	Highgate-archway Shrubbery	$\frac{1}{5}$	175
	Newington Recreation-ground (addition)	$\frac{1}{2}$	Transferred from Corporate Property Committee.
	Plumstead-common (addition)	$\frac{1}{2}$	4,125
	Ford-square and Sidney-square	$\frac{3}{4}$	Gain by exchange.
	St. Matthew's-churchyard, Bethnal-green	2	8,800
	Hainault Forest	803	Transferred from Bethnal - green Borough Council
	Total for 1902	$934\frac{2}{5}$	10,000 £55,425
1903	Ladywell Recreation-ground (addition)	$\frac{3}{4}$	Gain by exchange.
	Mountsfield-estate, Hither-green	$5\frac{3}{4}$	£4,650
	Plumstead-common (addition)	$\frac{1}{4}$	1,825
	Springfield-estate, Upper Clapton	$32\frac{1}{2}$	20,000
	Tooting-common (addition)	$\frac{1}{2}$	Gain by exchange.
	York-square and Arbour-square, Stepney	1	(c) 5s. a year for 21 years, from 31st March, 1904.
	Total for 1903	$40\frac{3}{4}$	£26,475

II. STATEMENT showing contributions made by Council towards the purchase or laying out of land for recreation grounds to be maintained by other authorities:—

Year.	Name of Place.	Acreage.	Authority by whom maintained.	Amount of Council's contribution.
1889	St. James's Churchyard, Hampstead-road	3	St. Pancras	£1,600
	St. Thomas's Churchyard, Hackney	$\frac{1}{2}$	Hackney	150
	Vauxhall-park	$8\frac{1}{2}$	Lambeth	11,747
	Total for 1889	12		£13,497
1890	Barnsbury Recreation-ground	1	Islington	£1,000
	Great Church-lane	$1\frac{1}{2}$	Hammersmith	800
	St. James's Churchyard, Clerkenwell	1	Finsbury	232
	St. Martin's Churchyard, Camden-street	$1\frac{3}{4}$	St. Pancras	1,175
	St. Pancras Churchyard	7	St. Pancras	1,500
	Total for 1890	$12\frac{1}{4}$		£4,707
1891	Fulham Recreation-ground	9	Fulham	£5,529
	Seward-street Burial-ground	1	Finsbury	131
	Total for 1891	10		£5,660

(a) Donor, Mr. F. J. Horniman. The area actually available as gardens is now $10\frac{3}{4}$ acres. The total area comprised in the gift, viz., museum, houses and grounds was $15\frac{1}{2}$ acres.

(b) Donor, Viscount Halifax.

(c) Owners, The Mercers' Company.

Year.	Name of Place.	Acreage.	Authority by whom maintained.	Amount of Council's contribution.
1892	Avondale-park	4	Kensington ...	£4,250
	Total for 1892	4		£4,250
1893	Hackney Churchyard... ..	2 $\frac{3}{4}$	Hackney ...	£500
	Paddington Recreation-ground	2 $\frac{1}{2}$	Paddington ...	6,000
	Total for 1893	5 $\frac{1}{4}$		£6,500
1894	Bishop's-park	15 $\frac{1}{2}$	Fulham ...	£12,500
	Wendell-park	4	Hammersmith ...	1,500
	Total for 1894	19 $\frac{1}{2}$		£14,000
1895	—	Nil.	—	Nil.
1896	Aldersgate Public garden (Postmen's-park) addition to ...	$\frac{1}{4}$	Vicar and Church wardens	£500
	Fortune-green	2 $\frac{1}{2}$	Hampstead	3,000
	St. Nicholas, Deptford, Recreation-ground	$\frac{1}{2}$	Greenwich ...	750
	Total for 1896	3		£4,250
1897	Cattle-market, Islington	5 $\frac{1}{2}$	Islington ...	£8,000
	Charles-square, Hoxton	$\frac{1}{4}$	Shoreditch ...	475
	Paragon, New Kent-road	1	Southwark ...	1,700
	Windsor-terrace, City-road	$\frac{1}{4}$	Shoreditch ...	225
	Total for 1897	7		£10,400
1898	Churchyard Bottom-wood	12	Hornsey, D.C. ...	£5,000
	Bishop's-park, Fulham (Supplemental grant)	1 $\frac{1}{2}$	Fulham ...	5,000
	Summer-road Recreation-ground	$\frac{1}{3}$	Camberwell ...	500
	Leyton-square-garden	2	Camberwell ...	1,500
	Browning-settlement-garden	$\frac{1}{8}$	Settlement Committee	†250
	Total for 1898	16 $\frac{1}{8}$		£12,250
1899	Dollis-hill estate	98	Willesden, D.C. ...	£3,000
	Clapton-pond and paddocks small strip of land	1	Hackney ...	100
	Total for 1899	99		£3,100
1900	Aldersgate Public-garden (Postmen's-park) additional grant	—	Vicar and Church-wardens	£500
	Home-park, Sydenham	8	Lewisham ...	2,800
	Total for 1900	8		£3,300
1901	Southfields, Fulham	22	Fulham ...	£30,000
	Total for 1901	22		£30,000
1902	All Saints' Churchyard, Buxton-street, E.	$\frac{1}{8}$	Rev. J. B. Rust ...	*£30
	Bishop's (Fulham) park addition	8 $\frac{1}{2}$	Fulham ...	12,000
	Total for 1902	8 $\frac{1}{8}$		£12,030
1903	Brunswick-square, Camberwell	3 $\frac{3}{4}$	Camberwell ...	£818
	Browning-settlement-garden (additional grant)	—	Settlement Committee	†250
	Total for 1903	3 $\frac{3}{4}$		£1,068

It will be seen from the preceding statements that the Council has already preserved or assisted in preserving no less than 95 playing spaces for London with a total area of nearly 2,101 acres, and has, as occasion or opportunity has arisen, enlarged or assisted in enlarging several of them, and also some of the places which were under the control of the Metropolitan Board of Works to the extent of 170 $\frac{1}{2}$ acres in the aggregate, and that it has expended about £640,990 10s. in the preservation or enlargement of parks and open spaces.

* Contribution towards maintenance for four months. Not afterwards renewed. The greater portion of the churchyard has since been built over.

† Contribution of £50 a year for five years, renewed for a further period of five years in 1903.

SPECIAL WORKS, ETC., IN PARKS.

Avery-hill (84 acres).

The mansion and grounds known as Avery-hill having been acquired for £25,000, the question of the particular purposes to which they should be devoted was considered. The estate is situated on the main road, just past the village of Eltham and well within the county boundary. The mansion contains on the ground floor picture and sculpture galleries, a ball room, drawing, dining and other rooms. There are also extensive winter gardens, conservatories and other glass houses furnished with plants. The ground near the house is laid out as a garden and the remainder is park land. The property is for the most part furnished with walls and fences, and there are two lodges, and thus, without the necessity for the usual expensive laying out works, a beautiful park, complete in almost every respect, has been added to London's possessions. The Council has decided that, with the exception of a small part of the garden to the north of the mansion, the whole of the land, together with the winter garden and conservatories, shall be kept open for public recreation. It has also been decided that the ball room, with the annexe adjoining, the sculpture gallery and the drawing room, all of which communicate with the conservatories, shall be retained for use as refreshment rooms and to provide accommodation for shelter. The Council has further determined that, until otherwise ordered, a part of the mansion and gardens and of the machinery house shall be available for use as a convalescent home. No definite offer, however, has yet been received for utilising for this purpose the portion of the mansion and grounds thus set apart.

The Council of the Metropolitan Borough of Woolwich has resolved, subject to the necessary parliamentary sanction being obtained, and to the granting of a loan by this Council for a period of 50 years, to contribute a sum of £2,000 towards the cost of acquiring the estate, and it has been referred to the Parliamentary Committee to take steps to obtain from Parliament the necessary authority to enable any borough council that may so desire to contribute towards the cost of acquisition.

Brickfield-gardens, Limehouse (2½ acres).

The Council has authorised the expenditure of £3,670 for laying out works at Brickfield-gardens and for the equipment of the place by the provision of a bandstand, gymnasium, conveniences, shelter and watch-box, and of railings in Spenlow and Endive streets. These works are approaching completion.

Finsbury-square (1¾ acres).

Attention having been drawn to the fact that the leases of some of the houses in Finsbury-square were approaching expiry, a communication was addressed to the Ecclesiastical Commissioners asking whether they would be prepared to transfer to the Council the garden of the square for the purpose of being maintained as a public open space, and the following reply was received from the Commissioners—

Ecclesiastical Commissioners,
10, Whitehall-place, London, S.W.,
15th March, 1903.

Sir,

File No. 22968—Finsbury-estate.

The Ecclesiastical Commissioners have had under their consideration your communication of the 4th ultimo on the subject of the proposed transfer to the London County Council of the Commissioners' interest in the garden of Finsbury-square, and they have directed me to inform you in reply that, in view of the fact that the lessees of these houses in Finsbury-square which are still in private occupation are opposed to any such transfer, the Commissioners are not prepared to take any steps in the matter at present.

The Commissioners will, however, be disposed to transfer their interest to the Council in 1909, when, with one exception, the leases of the houses in question will expire.

The Clerk of the Council,
County Hall, Spring-gardens, S.W.

I am, Sir,
Your very obedient servant,
(Signed) A. DE BOCK PORTER.

An expression of the appreciation by the Council of the generous offer of the Ecclesiastical Commissioners has been conveyed to the Commissioners.

Ford-square and Sidney-square, Stepney (¾ acre).

Ford-square and Sidney-square are being laid out for use by the public. Ford-square, which has for some time been used as a playground, will be properly laid out as such; and Sidney-square will be kept as a garden. The main portion of Ford-square will be gravelled, a border of trees and shrubs provided, and some trees planted in the gravelled space. Sidney-square will be laid out with a central grass area and marginal shrubberies. The total estimated cost of the two works is £680.

Golder's-hill (36 acres).

The mansion at Golder's-hill was allowed to be used temporarily as a convalescent home for men of the Brigade of Guards who were invalided home from the South African war. The Guards having vacated the house early in 1903, plans were prepared showing how it could best be utilised in connection with the open space. A suggestion was made that the house should be placed at the service of hospital authorities of London for the accommodation of children, but in view of the strongly expressed opinions of the various local authorities and individuals who contributed to the purchase of the estate, this suggestion was not adopted, but it was resolved to utilise the annexe at the northern end of the mansion for the purposes of public conveniences, certain rooms on the first and second floors of the northern wing as a residence for the park superintendent, the whole of the ground floor and the kitchen, etc., for the purpose of a public refreshment place,

and the basement as a store. The necessary plans for the provision of conveniences and the construction of residential accommodation for the superintendent in accordance with this scheme are being prepared.

Ladywell-recreation-ground (47 acres).

Mr. J. W. Webb, the owner of some land adjoining Ladywell recreation-ground, was desirous of developing his estate, and in order to do so wished to form a short piece of road which would occupy about 355 square yards of the recreation-ground on its extreme western edge. The Council has consented to the formation of this road, and Mr. Webb, in return for the privilege referred to, is to convey to the Council a plot of land nearly twelve times as large as the portion of the open space affected.

Marble-hill (66 acres).

It has been decided that a small landing-stage shall be constructed to enable the public to approach Marble-hill from the river. The Conservators of the river Thames have granted permission for the construction of the stage upon payment by the Council of a fixed rent of £2 a year.

Arrangements have been made by which cricket may be played in the meadows to the east of the mansion and on a part of the park between the mansion and Richmond-road. Football, hockey and lawn tennis have also been allowed.

Ravenscourt-park—Botanical garden.

The Council in 1898 formed a botanical garden at Ravenscourt-park for the use, more especially, of teachers and students. Similar gardens were also formed at Battersea and Victoria parks. To the Council's regret, however, these gardens are very little used, and in fact that at Ravenscourt-park has practically not been used at all. In these circumstances, after communicating with the Technical Education Board, to whose account a portion of the cost of maintenance had by agreement been charged, the Committee decided to abolish the garden and to lay out the site as an old English garden similar to those at Brockwell-park and Golder's-hill.

Richmond-hill view.

A deed of covenant between the Council, the Richmond Corporation and Sir John Whittaker Ellis, to restrict building on land within the view from Richmond-hill, has been executed by Sir J. W. Ellis, the respective seals of the Council and the Richmond Corporation have been affixed, and an order has consequently been made to stay the proceedings in the action commenced by the Council against Sir J. W. Ellis.

Nelson-square, Blackfriars-road ($\frac{3}{4}$ acre).

The Council has accepted from the council of the Metropolitan Borough of Southwark a conveyance of the garden of Nelson-square, the freehold interest in which had been presented to the public by Viscount Halifax, and has agreed to lay out and maintain the garden as a public open space, and to contribute a sum of £900 towards the cost of making up the roads and footways surrounding the garden, subject to the borough council carrying out such work to the satisfaction of the Council, to its making all necessary arrangements for collecting from the owners and occupiers of the houses surrounding the garden the amount of their promised contribution towards the cost of the work, to its agreeing afterwards to maintain such roads and footways, and to its obtaining the removal of all remaining portions of the gateway at the entrance to the square. A sum of £1,175 was voted for laying out the garden. All the works referred to have been completed, and the garden was dedicated to public use by Lord Monkswell, chairman of the Council, on 6th February, 1904.

Victoria-embankment-gardens (12 acres).

Section 18 (1) of the Metropolitan District Railway Act, 1903, gives authority to the railway company to acquire a perpetual easement and right of using, for the purpose of a sub-station for the transformation and distribution of electric power, the under-surface and subsoil of a piece of the Victoria-embankment-gardens in the Villiers-street section, adjoining the company's Charing-cross station. In the event of an agreement not being arrived at, the terms upon which the Council shall sell the easement are to be decided by the president of the Surveyors' Institute. Sub-section 4 of the same section provides that the company shall close the ventilator or opening in the Whitehall section of the gardens. Under sub-section 5 the company may lengthen the platforms of the Temple station under the same conditions as those imposed in the case of the sub-station, and by sub-section 7 the company is prohibited from opening any additional ventilators or air shafts in any part of the gardens.

The ground to be occupied by the company has been agreed upon, and was handed over to the company on 14th September, 1903, from which date any interest which may become payable to the Council will commence.

Wapping Recreation-ground (2 $\frac{1}{2}$ acres).

The Fire Brigade Committee, who are building a fire station adjoining Wapping recreation-ground, suggested a give-and-take exchange of lands under our respective control, and as the boundary of the open space would be improved, and a substantial brick wall would take the place of the present dilapidated fence, the Council, upon the recommendation of the Committee agreed to the suggested exchange.

York-square (about $\frac{1}{4}$ acre) and Arbour-square (about $\frac{3}{4}$ acre), Stepney.

The Mercers' Company offered to sell to the Council their interest in the gardens of the two above-mentioned squares for a sum of £3,000, or at the rate of about £3,400 an acre. Although this was a very reasonable price for the land, the Committee were for various reasons unable to see their way to recommend the Council to accept this offer. The Committee consequently negotiated further with the company, and ultimately they offered to give to the Council, and the Council has accepted, a 21 years' lease of the gardens at a rent of 5s. a year, subject to the Council undertaking to lay out the squares and to maintain them as public open spaces during that term.

Opening ceremonies.

Wandsworth-park was opened to the public on 28th February, 1903. Northbrook-park, and the recent addition to Brockwell-park, to which the public had had access for some time, but which had only recently been formally laid out, were dedicated to the public on 14th March and 28th February, 1903, respectively.

Clapham-common (220 $\frac{1}{2}$ acres).

The buildings known as the Rookery have now been cleared away, and the surface of the site so dealt with as to fit it for use by the public as part of Clapham Common. The cost of this work was estimated at £120.

The work of improving the surface of the common, which is being carried out in sections, has been continued during the year.

Hainault-forest (803 acres).

The work of laying out and planting the farmed land which forms part of the open space which is now known as Hainault Forest, and which forms a portion of the original forest, has been in progress during the year under review, and a sum of £1,500 has been voted by the Council to cover the cost thereof.

Plumstead-common (102 $\frac{3}{4}$ acres).

A property known as the Squatter's Retreat, consisting of a plot of land about $\frac{1}{4}$ acre in extent, and upon which there were some small cottages and sheds, has been purchased by the Council for £1,825, for addition to the common. The buildings have been pulled down and the site properly laid out by the local staff, thus obviating the necessity for a special vote.

Tooting-common (211 acres).

The Council agreed on 1st July, 1902, to the enlargement to 40 feet of two accesses to the Furzedown estate, next Tooting-common, and to the formation of a third access of a width of 40 feet, subject to the owner of the estate giving in exchange a plot of land, about three acres in extent, for addition to the common, and to his carrying out certain planting upon the land to be conveyed to the Council. The owner has since abandoned the intended development of his estate, and the proposed exchange of land will therefore not take place.

The owners of the Mortimer estate, which adjoins the eastern boundary of Tooting-bec-common, are developing the estate for building purposes. Alongside part of the eastern side of the common is a road known as Garrad's-road, at the southern end of which is a small detached strip of common between the road and the Mortimer-estate. In order most advantageously to develop the estate it will be necessary for the owners of the estate to make a road across this strip of common connecting with Garrad's-road. After communication with the owners of the estate with a view to arriving at an arrangement which, whilst facilitating the development of the estate, would also be of advantage to the common, the Council agreed that the small piece of the common above referred to, and which had an area of 13,800 square feet, should be surrendered, 4,300 square feet of it being absorbed into the Mortimer-estate and the remaining 9,500 square feet into the public way. In return for this concession the owners of the estate agreed to give up to the Council a long strip of land, having an area of 32,600 square feet, or nearly three-quarters of an acre, adjoining the horse ride on the eastern side of the common. This will ensure the preservation of a large number of well-grown trees, and will be a satisfactory exchange for the land to be surrendered, especially looking to the fact that this portion of the common is extremely narrow, and is traversed by a horse-ride. The owners also agreed to preserve all the established trees upon the other portions of the estate which abut upon Garrad's-road. This will do much to preserve the amenities of the common.

The Council had no authority under the Acts relating to this common to exchange land, and decided therefore to take steps to secure the necessary powers.

Browning Settlement-garden ($\frac{1}{8}$ acre).

The Council on 5th July, 1898, decided to contribute £50 a year during a period of five years towards the support of the Browning Settlement garden. This garden, which is a disused burial ground at the back of Browning Hall, York-street, Walworth, is in size about 70 feet by 80 feet, and is approached by a passage at the side of the building.

The Settlement Committee having applied for a renewal, for a period of five years, of the Council's contribution towards the cost of the garden, the Council decided to accede to their request. The Settlement Committee have pledged themselves to maintain the ground as a public garden, and to keep it open every day from 10 o'clock a.m. until dusk, provided that they may close the ground on Sundays during divine service, and also on twelve other days to be selected by them.

Brunswick-square, Camberwell (3¼ acres).

The Council has agreed to contribute £818 towards the cost of the acquisition by the Council of the Metropolitan Borough of Camberwell, under the powers of the London County Council (General Powers) Act, 1902, of the garden of Brunswick-square, Camberwell, a piece of land 3¼ acres in extent, conditionally upon the borough council undertaking to acquire, lay out and maintain, the garden as a public open space for ever. Inasmuch as this property would probably be acquired by the borough council under the special powers which had been obtained, and not under the Open Spaces Acts, it was necessary for the Council to take steps to obtain parliamentary authority to contribute towards the purchase money. This authority was obtained in its General Powers Act of 1903.

Mountsfield estate, Hither-green (5¼ acres).

The Council has agreed to the expenditure of a sum of £4,650, of which £2,250 will be recovered from the Lewisham Borough Council, for the acquisition of land, about 5¼ acres in area, forming part of the Mountsfield estate at Hither-green, for the purpose of an open space. Buildings are being rapidly erected in this district, and it was essential, if a piece of open land were to be preserved, to take action without undue delay. The property comprises a house with well-timbered grounds. The land occupies the brow of a hill, from which very fine views can be obtained.

Springfield estate, Upper Clapton (32½ acres).

The Council has agreed to contribute £20,000 towards the cost of acquiring, for the purpose of a public park, the Springfield estate, Upper Clapton. The estate has an area of 32 acres 2 roods 10 perches, and upon it are standing three large residences known as Springfield-house, Spring-hill-house and The Chestnuts, and also two cottages. Springfield-house is at present in the occupation of the owner of the estate; Spring-hill-house is let on a yearly tenancy, determinable by either party on 25th December in any year by six months' notice; and The Chestnuts is let on lease for a term expiring Michaelmas, 1905. One of the cottages is let on a weekly, and the other on a yearly tenancy, and several grass paddocks, forming part of the estate, are subject to annual tenancies.

The estate is situated on sloping ground on the bank of the River Lee, and is intersected by a public road known as Spring-lane. It has frontages to the roads known as Spring-hill and Spring-field, and is easily accessible to the enormous population of Hackney and the adjoining boroughs, as it is within a few yards of the tramway route from Whitechapel-road along Mare-street and Upper Clapton-road. The island in the river known as "Horse-shoe point," which has an area of 3 roods 8 perches, forms part of the estate.

The estate was to have been sold by auction on 19th May, 1903; but the sale was abandoned at the instance of a committee of local gentlemen who, by paying a substantial deposit, secured an option to purchase the estate for £40,000.

The Hackney and Stoke Newington Borough Councils have agreed to contribute £10,000 and £1,000 respectively towards the purchase of the estate, and the necessary parliamentary powers are being sought to enable them so to contribute.

GENERAL MATTERS.

Bands.

Bands were first engaged by the Council in 1891, when a sum of £1,500 was voted for the purpose. For the year 1904 the vote was £12,000. The following is a short statement of the receipts and expenditure on bands and the number of performances given in each of the last eight years.

Season.	Number of performances given.	Sum voted by Council.	Balance at end of season.	*Receipts from programmes and chairs.	Net cost of performances.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1896	798	7,830 - -	808 12 5	636 - 3	6,385 7 4
1897	833	7,800 - -	192 3 6	758 8 1	6,849 8 5
1898	852	7,800 - -	323 17 6	817 13 9	6,658 8 9
1899	985	9,000 - -	395 16 3	1,130 14 6	7,473 9 3
1900	1,045	9,000 - -	323 3 4	988 8 8	7,688 8 -
1901	1,202	10,000 - -	223 15 5	1,287 4 11	8,488 19 8
1902	1,237	12,500 - -	396 18 9	795 10 4	11,307 10 11
1903	1,264	12,000 - -	642 5 2	1,173 7 3	10,184 7 7

The band performances arranged by the Committee are given in part by the Council's own band (which plays in sections, each complete in itself), and in part by volunteer and other bands hired either by the Council direct or by the National Sunday League—and, in the case of some of the performances at Peckham-rye, by the Peckham-rye Sunday Band Committee—the latter associations receiving subsidies from the Council. A few performances are also given by bands gratuitously from time to time.

The efficiency of all the bands hired directly or indirectly by the Council is tested by the musical adviser before engagements are given, and he afterwards attends performances and reports as to the manner in which the bands are fulfilling their engagements. The programmes proposed to be rendered by hired bands have to be submitted to him in advance for approval.

* These sums were paid into the county fund.

For the band season of 1903 the number of sections in the Council's band was reduced from 4 to 2, as it was found that, in order to keep 4 sections fully employed (each of which had cost about £19 8s. per performance) they had to be sent to places where they were not sufficiently appreciated. Hired bands were accordingly sent to these places in lieu of one of the Council's sections. An economy was thus effected which enabled the Committee to defray the expense of the season's performances at a cost well within the vote of £12,000, as against a vote of £12,500 in respect of the preceding season, whilst at the same time a slightly increased number of performances was given. The number of performers in each section of the Council's own band was increased from 32 to 36, and timpani were added, the composition of the sections being by these means greatly improved. The 1,264 performances in all provided during the season were given at 68 different places, 52 being under the control of the Council, and the remainder under the metropolitan borough councils and other authorities. At the close of the season it was decided in future to hire bands consisting of 30, 24, and 15 performers respectively in lieu of a uniform number of 24, and to allocate such bands amongst the various places in accordance with the extent to which performances had been appreciated in the past. Arrangements were also made for supplying one of the Council's sections with a new dark blue uniform to replace the scarlet and yellow uniform hitherto in use.

Games.

Cricket and football are the two games for which the greatest facilities are provided by the Council. In addition to the grounds available for use without special permission, 311 reserved cricket pitches and 172 reserved football pitches have been prepared and were in use during the proper seasons of the year. The number of applications for the use of these pitches on Saturday afternoons averaged 470 and 307 respectively. The number of cricket and football matches actually played was 13,787 and 14,791 respectively, both numbers including, of course, matches played upon days other than Saturdays and Bank holidays, and the former number including also a large number of matches played upon unreserved pitches.

Only clubs that have sent in their names for registration may participate in the allotment of pitches. The register of cricket clubs for the year contained the names of 1,303 men's clubs and 99 boys' clubs, and the register of football clubs, 578 and 51 respectively. After the appointed dates for the reception of applications in respect of Saturday afternoons and Bank holidays, the pitches are allotted, and the system adopted is as follows—An alphabetical list is made of all the clubs that have applied, and some one letter having been selected at hazard, the whole of the pitches at each place are allotted for the first Saturday in the season, the allotment commencing with the clubs whose names begin with the letter selected and proceeding alphabetically. The pitches for the following Saturday are allotted in a similar manner, the clubs, however, that secured an allotment on the first Saturday being passed over in favour of those that did not, and thus no club has two permits allotted as regards any one place before all the other clubs applying have been allotted one permit. If a club applies for permits at two (or more) places, the number already allotted at the first place is borne in mind when pitches at the second place are being allotted; and similarly as regards further places. Permits corresponding with the allotments made are sent out in due course to the various clubs, who must then within one month supply the names of all the clubs whom they have arranged to play on the dates mentioned on the permits. A very large amount of work is necessitated by this system of allotment, but an equitable allotment is thus secured. It should be mentioned, however, that local causes (such as the excellence of the ground at one particular place, etc.) sometimes operate to make the number of applications unduly high as regards this place in comparison with the number of pitches, and consequently permits, to be allotted. A record is kept of the matches that actually take place, and this record is periodically compared with the official list of fixtures. If any discrepancy occurs, a warning letter is sent to the offending club, and every further match it may play is compared with the official list. If any club neglects to play three matches for which permits have been granted, it is liable to forfeit all its remaining permits. All returned or forfeited permits are re-allotted to clubs that have applied for additional permits. On every Saturday, in the event of any clubs failing to make use of the pitch allotted to them before 3.30 p.m. in the case of football and 4 p.m. in the case of cricket, the pitches are re-allotted by ballot by the officer in charge amongst the clubs present who were not fortunate enough to receive permits in the first instance and who have put in an appearance on the ground in the hope of securing a vacant pitch.

There is little difficulty in obtaining the use of a match pitch upon days other than Saturdays or Bank holidays, and this circumstance has enabled the Committee to make special regulations for the playing of cricket and football matches on Wednesday afternoons and Saturday mornings by teams connected with elementary and secondary schools. Applications for pitches under these regulations have to be made to the officers in charge of the various parks, etc., not later than the morning of the day upon which the match is arranged to take place. The matches are allowed not only upon the boys' match grounds but, if necessary, upon the men's match grounds also, the boys' pitches in the latter case being usually marked out between the plots proposed to be marked out for the next matches by men.

Golf is permitted under certain regulations at Blackheath, Clapham-common, Hampstead-heath, Tooting-common, and Streatham-common.

The following table, which summarises a more detailed statement prepared at the instruction of the Committee, shows the number of special pitches, etc., provided in connection with the other games most in favour with the London public, and the number of games played during the year ended 30th September, 1903.

Tennis.		Hockey.		Lacrosse.		Croquet.		Bowls.		Quoits.	
No. of courts.	No. of games.	No. of pitches.	No. of games.	No. of pitches.	No. of games.	No. of courts.	No. of games.	No. of greens and rinks.	No. of games.	No. of pitches.	No. of games.
502	40,072	27	1,217	5	115	19	658	{ 10 50 }	*9,492	23	808

Boating.

The Council undertook, as from 1st April and 1st July, 1901, respectively, the provision and letting on hire of boats at Finsbury and Victoria parks, which work had previously been carried on by contractors. For the financial year ended 31st March, 1902, the receipts exceeded the payments on maintenance account by £600 4s. 10d. In view of this result the Council subsequently took over the management of the boating at Battersea-park as from 1st July, 1902, and in November, 1903, determined, as an experiment, to place six boats on hire at Dulwich-park, as from 1st April, 1904, in order that it might be seen whether such facilities would be appreciated. The following is a statement of the receipts and payments for the year 1903-4—

Receipts.

<i>Battersea-park</i> —Sale of tickets	£1,403	13	1	
Amount recovered for damage to boats	7	17	5	
				£1,411 10 6
<i>Finsbury-park</i> —Sale of tickets	914	2	9	
Amount recovered for damage to boats	2	-	3	
				916 3 -
<i>Victoria-park</i> —Sale of tickets	1,184	9	3	
Amount recovered for damage to boats	3	12	-	
				1,188 1 3
Total receipts				£3,515 14 9

Payments.

<i>Battersea-park</i> —Wages	531	8	11	
Repairs to boats	4	18	7	
Stores and fittings	156	14	3	
Printing and stationery	3	6	9	
Incidentals	2	9	9	
				698 18 3
<i>Dulwich-park</i> —Wages				4 10 -
<i>Finsbury-park</i> —Wages	340	7	-	
Repairs to boats	67	18	3	
Stores and fittings	70	7	-	
Printing and stationery	3	6	8	
Incidentals	9	16	4	
Interest on capital outlay	£14	2	4	
Less income tax	-	12	11	
	13	9	5	
Repayment of capital outlay	17	7	5	
				30 16 10
				522 12 1
<i>Victoria-park</i> —Wages	286	5	11	
Repairs to boats	152	6	2	
Stores and fittings	119	6	8	
Printing and stationery	3	6	9	
Income tax (2 years)	49	5	4	
Incidentals	10	11	5	
				621 2 3
Total payments				1,847 2 7
Add—For general establishment charges (say)				50 - -
				1,897 2 7
Excess of receipts over payments including establishment charges				£1,618 12 2

If the licences of the late contractors had been continued on the old terms the following would have been the amounts received by the Council thereunder—

<i>Battersea-park</i>	£480	-	-
<i>Finsbury-park</i>	280	-	-
<i>Victoria-park</i> (£410, less £40 estimated value of the privilege of selling refreshments at the boat house)	370	-	-
			1,130 - -
Deduct income tax at 11d. in £1			51 15 10
Net receipts	£1,078	4	2

It would therefore appear that, excluding Dulwich-park, the balance on the year's working in favour of municipal management amounted to £544 18s. The debt charges shown (£30 16s. 10d.), however, are in respect of capital expenditure to 31st March, 1902, only, viz., £217 3s. The capital expenditure to 31st March, 1904, amounted to £2,952 16s. 9d., and charges for interest

* Including 42 games played upon a tennis-court at Northbrook-park.

and repayment on this sum will have to be provided in future years. The debt charges for the year 1904-5 will, for example, be £516.

It is to be pointed out, however, that whatever monetary gain accrues to the Council, it does not represent the total advantage to the public. In particular, it should be mentioned that under the old licence system the minimum charge for the hire of a boat was 1s. an hour, with a further charge of 6d. an hour for each person beyond two accommodated, whereas now the charge is 6d. an hour, irrespective of the number of persons accommodated.

In May, 1903, two motor launches were ordered, one for Victoria-park and one for Battersea-park. They are used for taking parties round the lakes at a charge of 1d. for each person.

DISUSED BURIAL-GROUNDS.

Holy Trinity, Stepney.

The hearing of the Council's appeal in the Arches Court of Canterbury against the decision of the Consistory Court of London took place before Sir Lewis Dibdin, the Dean of the Arches, on 22nd and 23rd July, 1903, when after hearing the argument of counsel for both parties at considerable length, the matter was adjourned to enable the Dean to consider his judgment.

On 5th August the Dean delivered a lengthy written judgment, in which, after fully stating the facts of the case, he expressed his opinion that, so far as the faculty against which the Council was appealing authorised the hall in question to be built on the churchyard, it ought not to have been granted, as in his opinion the building in question was not an enlargement of the church within the meaning of the Act of 1884.

Having expressed this opinion, however, he went on to consider, having regard to the fact that the faculty was not appealed against within the time limited by the court regulations, and that it had, in fact, been acted upon before any steps were taken by way of appeal, whether the Arches Court or the Consistory Court had any power to revoke or recall the faculty. After dealing fully with the authorities on the point, he came to the conclusion that the court had no such power, and that therefore the faculty, although in his opinion invalid so far as the hall was concerned, must stand, and he accordingly dismissed the Council's petition.

As, however, the point upon which the petition was dismissed was not argued on behalf of the vicar and churchwardens in the court below, he refused to make any order as to costs.

Although technically, the Council lost the appeal, the Dean of the Arches has decided in its favour on the main point upon which the Council appealed, and given a carefully considered judgment, which, unless set aside by the Privy Council, will be binding on all consistory courts. The Council's desire to obtain an authoritative decision as to the definition of the term "enlargement of a church" has thus been attained.

The effect of the decision, so far as the hall is concerned, is, that having been erected in accordance with a faculty against which no appeal can now lie, the hall is, so far as the ecclesiastical courts are concerned, an authorised building, the removal of which is, except by consent, outside the jurisdiction of those courts.

The result of the appeal has already been of use to the Council, as, in the case of St. Sepulchre's churchyard, the Chancellor of the Consistory Court stated that this decision of the Arches Court was binding upon him, and he accordingly found in favour of the Council.

St. Sepulchre, Holborn.

Attention was drawn by the district surveyor to a proposed extension of some day schools on the disused burial ground of St. Sepulchre, Holborn. From an inspection of the plans of the proposed building it appeared that the building would occupy a larger area than that approved under the faculty of 1890, and that the whole of the elevations, sections, and internal arrangements were different from those sanctioned by the faculty; and the solicitor was instructed to take any steps that might be necessary to prevent a contravention of the Act. The architect to the vicar was accordingly communicated with, and it was understood that, having regard to the Council's objections, the proposal would not be proceeded with without notice to the Council.

Notice was subsequently received from the Bishop of London's registry that a petition had been lodged by the vicar for a further faculty to carry out an extension of the school buildings differing from that authorised by the former faculty. On an inspection being made of the petition and plans, it appeared that the proposal, if carried out, would involve a contravention of the Act, and consequently an appearance was entered in the matter, and, on behalf of the Council, an answer to the petition was filed. The Chancellor of the diocese, after consideration of the petition and the Council's opposition thereto, refused to grant the faculty applied for. The Chancellor further intimated that in any future cases it must be understood that the parties applying for a faculty to build upon disused burial grounds would be liable to pay costs should the application not be granted.

GARDENS IN SQUARES.

The question of the best means to be adopted for securing that gardens in squares and similar plots of land in London should not be built upon, but should be preserved for ever as open-air spaces, has been for some time under consideration, the Council being fully cognisant of the immense benefit of these spaces to the health and welfare of London.

Having in mind its decision to acquire at full building value, less a contribution made by the vendor, two small gardens at Ford-square and Sidney-square, Stepney, the Council on 17th March, 1903, instructed the Parks Committee to consider and report whether any measures were practicable in order to restrain owners from converting to building purposes small open spaces in the county which had been dedicated for use as "squares" and used as such for a long period of years.

The circumstances under which the Council purchased the two pieces of land referred to were almost, if not quite, as pressing as in the case of the acquisition of the garden of Albert-square in 1901, namely, the possibility of the gardens being immediately built upon; and, having regard to the

situation of the land and the density of population, the Council agreed to pay practically full building land price to secure these gardens for use as public open spaces. This, however, is a course that, on account of its costliness, the Council is not likely to adopt in many cases.

In the course of their inquiries the Committee ascertained that there were in the county 407 gardens or other enclosures of the character in question, having a total approximate area of 395 acres, or three-fifths of a square mile. Of these, 301 are ordinary square gardens, 68 are garden enclosures not entirely surrounded by houses, but attached to houses, the occupiers of which enjoy the gardens in common, whilst 38 are small enclosures alongside public roads, some being maintained privately and others by local authorities.

The Committee, in reporting on 27th October, 1903, on the question, reminded the Council of the power which the Open Spaces Acts bestow on owners to transfer to the public their interests in square gardens, as had quite recently been done as regards the Nelson-square garden, Blackfriars, by Viscount Halifax, the freeholder, and as the Ecclesiastical Commissioners also had promised to do as regards the garden of Finsbury-square so soon as the remaining leases of adjoining property shall expire.

The Parks Committee stated that in their opinion legislation should be promoted with the object of restricting any such garden or enclosure in London, which should have existed as such for 50 years or more, from being used for building purposes, it being made clear, however, that such restriction should not prevent any owner in re-arranging an estate or any portion of an estate from building upon any such space, provided that he set aside within the estate, or the portion of the estate which he re-arranged, an area equal to the space abolished, and that he laid out such area as a garden contiguous on all sides to public roads, or in a manner similar to the space which was abolished, such garden or enclosure to be subject to the same user as the space abolished, unless the owner should think fit to agree with the county or local authority for such garden or enclosure to be opened to the general public.

The Committee further reported that unfortunately it might not be possible, in the limited time remaining during which bills for the then next session had to be deposited, to prepare a bill embodying legislation of such an important character and wide extent as that which they suggested, and for this reason the Council on 27th October, 1903, whilst referring it to the Parliamentary Committee to advise in what form legislation of the character suggested might best be promoted, gave particular instructions to that Committee to report what steps could be taken to render impossible the erection of buildings upon the gardens of Edwardes-square, Kensington, which was at that moment in the market.

The further action taken by the Council in the matter will be found in the report of the Parliamentary Committee.

SMALL OPEN SPACES.

The Council, since its constitution, has continually had under consideration the equity of the incidence of the cost of maintaining the smaller open spaces in the county. Whereas formerly certain vestries and district boards, and since November, 1900, certain of the borough councils, have maintained within their areas a number of small open spaces at the cost of the local rates, other local authorities have undertaken the maintenance of few, or none, of such places, and the Council has, in consequence, been practically obliged to take charge of a number of these places, the cost of their maintenance falling on the county rate.

On 3rd June, 1890, the Council, after much discussion, undertook to maintain temporarily 11 small places which the Metropolitan Public Gardens Association had secured and laid out for public use, but which the local authorities, within whose areas the places were established, had not been willing to maintain. Some of these places are not now available for public use, but the Council has from time to time resolved to maintain the remainder of the places. The Council has also at various times undertaken the maintenance of other small places, and now maintains in all 56 of such places, each having a less area than 10 acres.

The general question of the maintenance of these places was raised at the conference between the Council and the local authorities, which was held in 1896, upon the subject of the transfer to the latter of certain powers exercised by the Council, and the representatives expressed the opinion that the power of the Council to take over and maintain disused burial-grounds should be abolished, and that such power should be vested in the local authorities alone. No steps, however, have been taken by the Council to give effect to this conclusion, and the power is still vested in both the Council and the local authorities.

The Council, on 8th December, 1896, passed a resolution as follows: "That it be referred to the Parks and Open Spaces Committee to report (1) the number, acreage and cost of maintenance of the open spaces under five acres now kept and maintained by the Council; (2) the number, acreage and cost of maintenance of the open spaces now kept and maintained by the local authorities; (3) the number, acreage and cost of maintenance of the open spaces now kept and maintained by the Metropolitan Public Gardens Association; and (4) the number and acreage of the disused burial-grounds not open to the public; that in bringing up its report the Committee do make a definite recommendation with a view to the adoption of a general principle in regard to the treatment of small open spaces, both as to contributions in future by the Council towards acquisition, and also as to future maintenance, in order to secure more equal distribution both as to benefits to be secured and the cost thereof than now obtains over the county area generally." A return in accordance with the above order of the Council was prepared in due course, and the Committee subsequently recommended that no alteration should be made in the mode of dealing with small open spaces in the county under which the question of their future maintenance is considered by the Council in connection with the special circumstances of each case as it arises; but the Council on 30th November, 1897, referred this recommendation back to the Committee with instructions to prepare and bring up to the Council for its consideration a scheme whereby the whole of the open spaces and churchyards in the county, kept in order and maintained by and at

the expense of local authorities, should in the future be kept in order and maintained at the cost of the Council, either by the work being done by men employed by the Council for the purpose, or by suitable arrangements being made with the local authorities, the Council contributing to the annual cost of maintenance; and instructed the Committee to report the amounts spent annually on parks and open spaces in each district of London by the Government, the Council, and the local authorities.

Finding that it would be difficult to frame a scheme which would meet with general acceptance without first ascertaining the views of the local governing bodies, the Committee obtained the permission of the Council to invite representatives of the vestries and district boards in London to meet them in conference with a view to some general scheme being agreed upon for the maintenance of the small open spaces in the county.

The conference took place at the County Hall on 25th January, 1899, and, after full discussion, the following resolutions were arrived at—

That the maintenance and control of all open spaces under 10 acres be undertaken by the sanitary authority for the district; that the Council grant annually to the sanitary authority the amount of the cost of such maintenance and control, such sum to be equal to the amount of the average expenditure per annum for the preceding three years upon the maintenance and control of such open spaces; and such annual grant to be subject to a certificate of the Council's officials, that the expense has been incurred and the work properly carried out.

That any contribution towards the maintenance of any open space which has not been formerly maintained be based upon the above, having regard to the area and position of that already maintained and controlled in the district.

In order to enable the Council to appreciate the financial effect of putting the resolutions into operation, either generally or only in the cases of those boroughs which it might consider to have most claim to have their small open spaces maintained at the cost of the county rate, the Committee prepared a return of the whole of the open spaces in London under 10 acres in area at present maintained by the Council or by the borough councils, showing as regards each open space the area, cost of acquisition and equipment (and how such cost was made up), the average cost of maintenance during a period of three years, and the conditions under which the ground is held.

The return showed that there were in all 208 open spaces under 10 acres in extent maintained either by the County Council or by the City Corporation or the borough councils, the total area being about 369 acres and the annual cost of maintenance amounting to £37,197. It also showed that the cost of maintenance of the 56 open spaces under 10 acres maintained by the County Council involved a charge of .076d. on the county rate, and that the transference to the county fund of the cost of maintaining the similar open spaces now charged on local rates would involve a further charge of .144d. on the county rate, or a total charge of .22d.

Having given long and careful consideration to the subject, the Committee reported that they were unable to submit a scheme as directed by the Council on 30th November, 1897, or to advise the adoption of the principle contained in the resolution passed by the conference on 25th January, 1899. The Council accordingly, after consideration, discharged the reference to the Committee in the matter.

PARKS AND OPEN SPACES—LIABILITY OF OWNER TO CONTRIBUTE TOWARDS COST OF MAKING UP HIGHWAYS ADJOINING.

Claims amounting to a total of £1,364 12s. 9d. for payment of the apportioned costs of paving certain roads adjoining Clapham, Plumstead and Tooting commons having been sent in by the respective borough councils concerned, and the matter being one of considerable importance in view of the large number of parks and open spaces under the control of the Council, the Committee directed the solicitor to take all necessary steps to protect the interests of the Council in the event of the claims being pressed.

The Council had on several previous occasions received similar demands, but in all the cases which had been pressed the police magistrates had upheld the Council's contention that the Council was not liable to contribute towards the cost of paving roads adjoining parks and open spaces. Other demands had been withdrawn upon the Council objecting to pay.

The claims in question were made in consequence of the decision of the Divisional Court in January, 1901, in the case of *Minter v. the Fulham Vestry*, which related to a similar charge in respect of Bishop's-park (now Fulham-park), in which case the authority in whom the park is vested was held liable to contribute.

A summons for non-payment was ultimately issued upon the application of the Wandsworth Borough Council in respect of the claim relating to Tooting-common, and the case was heard on 5th December, 1901, at the South-Western Police-court. On 23rd December, 1901, the magistrate decided that he was bound by the case of *Minter v. Fulham Vestry*, and gave judgment for the amount claimed. The solicitor was instructed to appeal against this decision.

The case stated by the magistrate came before a divisional court, who intimated that they felt themselves bound by the decision of the Divisional Court in the case already quoted, and, without expressing any opinion as to the correctness of the decision in that case, dismissed the Council's appeal, but gave leave to appeal further to the Court of Appeal.

After taking the opinion of counsel, the solicitor was directed to take all the steps necessary to bring the subject before the Court of Appeal.

The appeal was heard on 11th and 12th March, 1903, and on 31st March a unanimous judgment was given in favour of the Council's contention, that it was not liable to contribute towards the cost of paving roads adjoining parks and open spaces.

Since this decision was given the claims of the Battersea and Woolwich Borough Councils have been withdrawn.

GIFTS TO THE COUNCIL.

A member of the Metropolitan Public Gardens Association has offered to erect a handsome drinking fountain at Nelson-square, Blackfriars.

A local committee originally formed for the purpose of celebrating the Diamond Jubilee of Her late Majesty Queen Victoria, has erected a sun-dial in Northbrook-park for the purpose of recording the gift of the park by the Earl of Northbrook and Viscount Baring.

The Metropolitan Drinking Fountain and Cattle Trough Association have offered to the Council a drinking fountain for erection at the Island-gardens, Poplar.

REFRESHMENTS—IMPROVEMENT OF SUPPLY.

With a view to improving the quality of the refreshments sold at the parks and open spaces under the control of the Council, and to increasing the Council's control over the management of the refreshment houses, the Council on 1st March, 1904, upon the recommendation of the Committee, resolved to rescind certain then existing regulations and to substitute therefor new and more stringent regulations to the following effect—

(1) Persons tendering for the privilege of selling refreshments at the places in question must (a) state from what firm or firms they propose to purchase bread, cakes, mineral waters and other goods; and must agree, if their tenders be accepted, to purchase only from such firms, except with the consent of the chief officer of the Parks department; or (b) submit, before the acceptance of their tenders, samples of the goods they propose to sell; and must agree to supply goods of a quality not inferior to the samples.

(2) If their tenders be accepted, they must provide, to the satisfaction of the chief officer, the necessary fittings and plant, and must keep the refreshment rooms, and also the fittings and plant, in a clean and proper condition to the satisfaction of that officer.

(3) They must agree to display prominently wherever refreshments are served, both inside and outside the houses, notices to the effect that gratuities are not to be given or demanded.

(4) They must be prepared to furnish security for the payment of the sums due from time to time under the licenses.

MISCELLANEOUS WORKS SANCTIONED.

Bethnal-green-gardens—Erection of new boundary fence.

Brockwell-park—Laying of drainage to conveniences in old garden.

Clissold-park—Alteration of conveniences.

Finsbury-park—Alteration of, and addition to, refreshment-house.

Highbury-fields—Erection of new conveniences.

Kennington-park—Enlargement of conveniences.

Ladywell Recreation-ground—Formation of bowling-green.

Meath-gardens—Erection of potting-shed and toolhouse.

Royal Victoria-gardens—Construction of a children's gymnasium.

The Island-gardens, Poplar—Formation of sandpit and enlargement of gymnasium.

Victoria-park—Improvement of cricket ground and extension of the cricket shelter to provide a refreshment-room. Cleaning out old bathing lake to fit it for use by women.

Hackney-marsh—Erection of a composite building to provide refreshment-rooms, conveniences, etc.

Peckham-rye—Enlargement of conveniences.

Stoke Newington-common—Formation of a tar-paved playground.

Little Wormwood-scrubs—Erection of iron boundary fencing.

Wormwood-scrubs—Execution of planting works.

STAFF.

It has been arranged that the constabulary staff shall be required to gather and remove paper and other litter at the parks, gardens and open spaces at which they are stationed, and they are supplied, if they so desire, with a cap and sleeved waistcoat to be worn when engaged in this work. Formerly the duty was done by the gardening and labouring staff, with the assistance, when necessary, of extra labourers. It is estimated that an economy amounting to £1,650 a year will be effected by the new arrangement.

Under an order passed by the Council on 6th October, 1903, all persons employed upon the temporary staff of the Parks department for 52 weeks of continuous service as gardeners, labourers, caretakers, attendants or constables, are placed upon the same footing as regards wages, sick pay and holidays as the permanent staff. Absence from work through sickness, or with leave on Good Friday, Christmas Day, or a bank holiday, or on any other day, is not in future to be considered as breaking continuous service. The sick pay and holiday privileges in question do not, however, extend to any artisan or labourer whose wages and conditions of employment are agreed upon between trade unions and employers.

A resolution to a similar effect, originally passed on 18th October, 1898, was not acted upon owing to difficulties of interpretation; but in order that men entitled to benefit under the original resolution might not suffer loss through this difficulty the Council resolved on 6th October, 1903, that the order then passed should be operative as if it had been passed in that form on 18th October, 1898.

The regulations governing the employment and pay of boy labourers have been altered so as to authorise the Parks Committee to employ boys at any period between the ages of 14 and 16, their services not to be retained after they shall have attained the age of 16; the rate of wages being 10s. a week for boys under 15 and 12s. a week on and after their 15th birthday.

J. W. CLELAND,
Chairman.

REPORT OF THE PARLIAMENTARY COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—T. B. Napier.

Vice-Chairman—H. W. W. Wilberforce.

Beachcroft, R. M.	Harris, H. P.	Sankey, Stuart
Benn, J. W.	Little, J. Fletcher	Shepherd, A. J.
Bruce, W. W.	Low, Sidney	Tweedmouth, Lord
Burns, J., M.P.	Peel, Hon. W. R. W., M.P.	Verney, F. W.
Carrington, Earl	Radford, G. H.	Welby, Lord
Crooks, W., M.P.	Ribblesdale, Lord	Wood, T. McKinnon
Dickinson, W. H.	Russell, Earl	Yates, W. B.
Dickson-Poynder, Sir J., Bart., Sandhurst, Lord M.P.		

Reference to the Committee.

The reference from the Council entrusts us with the promotion of such bills (both public and private) as the Council may resolve to introduce into Parliament, and with the duty of considering and reporting upon all bills (both public and private) and provisional orders affecting the county of London, and of taking such action in relation thereto as the Council may authorise.

Meetings of the Committee.

During the year ended 31st March, 56 meetings were held. The practice of delegating the consideration of such bills as are considered of sufficient importance to a sub-committee has been continued, nine such sub-committees having been appointed during the past year.

Expenditure.

Our expenditure during the period covered by this report amounted to £23,860.

Session 1903.

In this session the Council itself promoted eight private and four public bills. With material alterations in some cases, three of the private bills passed into law, viz., Tramways and Improvements Bill, General Powers Bill and the Money Bill. The five private bills which failed to pass were the Electric Supply Bill, Gas Light and Coke Company's Acts (Amendment) Bill, London Building Acts (Amendment) Bill, London County Asylums (Receiving Houses) Bill, and the Thames River Steamboat Service Bill. No progress was made with the four public bills.

In addition, some 48 private and 40 public bills affecting London required attention or called for some action in Parliament on behalf of the Council.

Private Bills promoted by the Council.

London County Council (Tramways and Improvements) Bill.—Of the bills promoted by the Council which became law, the London County Council (Tramways and Improvements) Bill authorised the construction of 3 miles 3 furlongs 7·85 chains of tramways, comprising lines from Harlesden, *via* Scrubbs-lane, Wood-lane, Shepherd's-bush-road and Brook-green-road, to Hammersmith-broadway, and from thence to near the northern end of Hammersmith-bridge; and from Garratt-lane, *via* Wimbledon-road, to the county boundary. Powers were also obtained to enable the Council to widen Scrubbs-lane, Brook-green-road, Wimbledon-road, Garratt-lane and Southampton-row, and to acquire land at Pimlico for the purposes of a generating station. The bill further empowered the Council of the Metropolitan Borough of Woolwich to widen and divert Well-hall-road. The proposal for a tramway over Westminster-bridge and along the Victoria-embankment was ordered to be struck out of the bill on an instruction moved by Sir Frederick Banbury, and carried on a division by a majority of one only, the figures being 134 to 133. The proposed tramway over Hammersmith-bridge was also struck out of the bill in the House of Commons, and in the House of Lords the proposed line from Hammersmith-bridge to the Broadway was curtailed to the extent of one chain with a view to the terminus being at a broader portion of the road,

London County Council (General Powers) Bill.—This bill, as passed, contained powers enabling the Council to acquire land at Brixton, Plumstead and Caledonian-road for the purposes of fire brigade stations; for the acquisition of the necessary property and the construction of a bridge over the Grand Surrey Canal by the Borough Council of Camberwell; for the widening of High-street, Notting-hill, by the Borough Council of Kensington, with power to enable the council to contribute towards the cost thereof; for extensions of time for the reconstruction of Rosemary-branch-bridge and for the widening of York-road (Battersea and Wandsworth); power enabling borough councils to provide accommodation for retail street vendors; powers for the Council to licence premises used as depots for receiving horses for slaughter and to make by-laws regulating the conveyance of dead horses through public streets; authorising an agreement being entered into in respect of the drainage of Upper Norwood between the Council and the Croydon Corporation, and for the latter authority to contribute thereto; for the provision and maintenance of

public clocks by borough councils ; power to enable the Council to charge a sum of £50,000 to the account of the Westminster improvement in respect of the provision of re-housing accommodation on the Millbank-estate ; to enable the Council and the Borough Council of Lewisham to contribute towards the cost of the acquisition, by the Camberwell Borough Council, of Brunswick-square and land at One Tree-hill for the purpose of public open spaces, and to enable the Woolwich Borough Council to contribute towards the cost of the acquisition of land at Eltham Park-estate for the purpose of a public park.

Powers were also sought in the Bill to enable local authorities to wire and fit consumers' premises for electrical energy, but the clause was struck out in the House of Commons on an instruction moved by Sir Frederick Banbury ; and the proposal to repeal section 6 of the South Metropolitan Gas Act, 1900, was withdrawn in view of the decision of the Board of Trade to appoint a departmental committee on gas testing.

London County Council (Money) Bill.—This bill was passed, and provided the borrowing powers required by the Council during the year ended 31st March, 1903, and the following six months ending 30th September, 1903.

The following private bills of the Council failed to become law—

London County Council (Electric Supply) Bill.—This bill was withdrawn before the second reading in consequence of the announcement by the President of the Board of Trade that the Government were of opinion that the matters included in the bill were not such as should be made the subject of private legislation applying to London only, but should be dealt with in a public bill affecting the whole country, and that a public bill dealing with the subject would be introduced as soon as practicable. (The public bill promised was introduced later, but made no progress.) The Council's bill was prepared on the lines of the one introduced in the session of 1902, and was the result of a conference of representatives of local authorities held at the County Hall on 16th May, 1901. The bill sought to obviate the difficulty which local authorities would experience in exercising, as regards electric lighting undertakings extending over more than one local area, and also undertakings comprising generating stations outside the county, the powers of purchase conferred upon them by the Electric Lighting Acts, 1882 to 1888.

Gas Light and Coke Company's Acts Amendment Bill.—This bill, which was promoted by the Council as the direct outcome of the conference of local authorities representing the area served by the company north of the Thames, held at the County Hall on 7th March, 1902, contained provisions for a reduction in the company's existing standard price from 3s. 9d. per 1,000 cubic feet to 3s. 3d., together with a scale of increase or decrease of dividend equivalent to the secondary scale recommended by Sir James Rankin's Committee of 1899 ; for a reduction in the standard of illuminating power of gas supplied by the company from 16 to 14 candle-power, together with a reduction of 2d. in the standard price, which would thus have become 3s. 1d. ; and for one-half of the company's clear profits (if any) after paying a dividend of 4 per cent. per annum to be carried to a fund to be applied to the redemption of obsolete capital. The company also promoted a bill dealing with somewhat similar questions to those contained in the Council's bill, and by arrangement, both bills were read a second time in the House of Commons without discussion. Negotiations were then entered into before the bills reached the Committee stage, and an agreement was arrived at as the result of which important amendments were secured in the company's bill securing to a large extent the objects the Council had in view in promoting its bill, which was accordingly withdrawn.

Thames River Steamboat Service Bill.—This bill was rejected by a Select Committee of the House of Commons, after a prolonged inquiry extending over seven days. Power was sought by the bill to establish an efficient service of steamboats on the Thames, and to incur an estimated capital expenditure amounting to £328,000 (as compared with £500,000 in the bill of 1901) in respect of the provision of the necessary boats and pier accommodation. The Thames Steamboat Company (1897), Limited, also promoted a bill to establish a steamboat trust, which, with the Council's bill, was referred to the same Select Committee. A considerable amount of evidence in support of the Council's bill was given by members of the Council, of various metropolitan borough councils, and also by the chief officers and other experts. The principal and almost only opposition to the bill was that made on behalf of the company. In the result, both bills were rejected by the Select Committee.

London County Asylums (Receiving Houses for Patients) Bill.—This bill sought to enable the Council to establish receiving houses for the reception of persons suffering, or suspected to be suffering from mental diseases, thereby abolishing the present practice of treating doubtful cases of insanity in a workhouse prior to removal to an asylum or discharge, and at the same time enabling better and prompter arrangements to be made for the classification of patients and the selection of asylums suited for particular cases. Before the second reading stage was reached, the Lord Chairman of Committees intimated that it had been decided not to allow the measure to proceed as a private bill. No exception was, however, taken to the principle of the bill, which had received the approval of the Lord Chancellor and the Commissioners in Lunacy. The bill was therefore withdrawn and redrafted in the form of a public bill, to which reference is subsequently made.

London Building Acts (Amendment) Bill.—This bill, which was promoted by the Council in view of the expression of opinion by the Home Secretary that the question of further legislation on the subject of safety from fire in high buildings required early legislation, was withdrawn before second reading in the House of Commons, in order that the numerous suggestions of technical and other bodies might be fully considered, and thus secure not only the introduction of a more complete measure in a later session of Parliament, but also obviate a considerable amount of opposition to the measure. The Building Act Committee has been proceeding with the preparation of proposals for securing amendments required in the Act.

Public Bills promoted by the Council.

Allotments Bill.—Of the public bills promoted by the Council which failed to make progress in Parliament, this bill, which sought to facilitate the provision by the Council of allotments in London was again taken charge of by Earl Carrington, but it was not found possible to make progress with it.

Lunacy Acts Amendment (London) Bill.—This was the London County Asylums (Receiving Houses for Patients) Bill, the private bill of the Council, redrafted in the form of a public bill. With the assistance of Earl Carrington, the bill passed the House of Lords without amendments, but time did not permit of its making progress in the House of Commons.

Polling Arrangements (Parliamentary Boroughs) and Polling Districts (County Councils) Bills.—The Polling Arrangements (Parliamentary Boroughs) Bill, which sought to make the Council the authority to divide parliamentary divisions in London into polling districts *in all cases*, instead of only being the authority in cases where a borough happens to be situated in more than one petty sessional division, and the Polling Districts (County Councils) Bill under which the Council sought to be enabled to divide polling districts *from time to time* as occasion might arise, were again introduced. Lord Ribblesdale took charge of the bills, which passed the House of Lords, but it was not found possible to make progress with them in the House of Commons.

Bills other than the Council's.

Apart from the Council's bills, we had before us a large number of private and public bills affecting London, and amongst these we would specially refer to the Port of London Bill, the Education Bill, the numerous measures put forward in connection with underground railways and certain other bills relating to tramway undertakings and the question of gas supply.

Port of London Bill.

This bill was introduced by the Government for the purpose of establishing a Port Commission which was to purchase the undertakings of the three principal dock companies, take over the duties of the Thames Conservancy so far as they relate to the Lower Thames, and carry out such works as might be necessary for the improvement of the port. The bill was the outcome of the report of the Royal Commission on the Port of London, and its main provisions were based on the recommendations of the Commission.

The bill received the very careful consideration of the Finance and Rivers Committees who recommended the Council to endeavour to secure certain very desirable amendments, principally in reference to the constitution of the Commission, the mode of payment for the dock companies' undertakings, and the formation of a reserve fund and certain other desirable financial safeguards.

When the bill came before the Joint Select Committee the Council's case for amendments was fully placed before them, and amendments of considerable importance were obtained, though not to the extent desired, giving the Council further financial safeguards, and also securing that the compensation payable to the dock companies in respect of the purchase of their undertakings should be ascertained in cash in lieu of stock as originally proposed. The bill was passed by the Joint Select Committee, but time did not permit of it being considered by the House of Commons in Committee, and it was ordered to be postponed until the next session of Parliament, when progress will be resumed at the stage at which the bill was left.

London Education Bill.

This bill, which gave rise to the strongest objections on the part of the Council, proposed to incorporate, with certain important modifications, the whole of the Education Act, 1902, so far as the latter was applicable to London, and to constitute the Council the education authority for London. On 28th April, 1903, the Council passed resolutions expressing its objections to the bill, and on 26th May it passed a further resolution urging the Government to withdraw the measure. During its passage through Parliament considerable amendments were made, particularly with regard to the constitution of the Education Committee and the powers of the metropolitan borough councils. As finally passed, the bill differed very materially from the bill as introduced, and substantially applied to London the Education Act, 1902, as now operating in the rest of the country.

Underground Railway Bills.

A large number of bills were put forward with the object of authorising the construction of underground railways in London, or the amalgamation of already authorised undertakings. The work of the session was, however, very considerably lightened by reason of the fact that, at an early period of the year it was announced, as the result of a conference between the Lord Chairman of Committees and the President of the Board of Trade, that eight bills containing proposals for new lines of an important character would not be allowed to proceed pending the report of the Royal Commission on locomotion and transport in London. Certain other of the bills in the opinion of the Council called for the same treatment, but efforts to obtain their postponement were not successful. Amendments were, however, obtained in many cases which met the Council's objections.

The City and North-East Suburban Electric Railway Bill, which contained proposals for the construction of 22 miles of entirely new lines in the counties of London, Middlesex and Essex, and for the raising of capital amounting to £6,000,000, was rejected by a Select Committee of the House of Commons, on the ground of the unsatisfactory nature of the financial evidence.

Tramway Bills.

Beckenham Urban District Council Bill.—This bill contained a proposal to construct a short length of line in the Borough of Lewisham, and the question arose as to the Council's consent to

the line. It was not found possible to settle with the promoters as to the terms upon which they should be allowed to construct this line, and the Council accordingly opposed the bill before a Select Committee of the House of Lords, who, however, passed the proposal subject to the Council's right of purchase after 21 years. The Highways Committee considered the proposal in the bill to be a dangerous one, and the decision of the Committee was also considered very unsatisfactory in view of the Council's position as the tramway authority for London, and the fact that Parliament had up to that time consistently refused to grant powers for the construction of lines in London when objected to by the Council. A protest was accordingly entered on third reading, but the bill passed.

Harrow-road and Paddington Tramways Bill.—Powers were sought under this bill to construct certain new tramways, of which a short length, situated in High-road, Kilburn, would be within the county. The Highways Committee desired that the Council's consent should be withheld in respect to the line. The Standing Orders Committee struck out the proposed line in London. The Council opposed the bill to secure the insertion of a clause providing that the system of mechanical power to be used on any of the company's existing lines in London should be subject to the Council's approval. In the result, the bill as passed by the Select Committee of the House of Lords, left the method of traction to be adopted subject only to the approval of the Board of Trade.

Erith Tramways and Improvements Bill.—The Erith Urban District Council sought powers by this bill to construct certain tramways, with a total length of about $1\frac{3}{4}$ miles, in the parish of Plumstead in the Borough of Woolwich. As the Council's consent had not been given to the construction of the line a memorial on Standing Orders was presented against the bill, but as more than two-thirds of the line was outside the county the bill was allowed to proceed. In the result some of the proposals for tramways within the county were rejected by the Select Committee of the House of Commons, and the power to construct the remainder was made subject to the consent of the Council being given or withheld at its discretion. Other minor amendments desired by the Council were also inserted by the Select Committee and the bill passed.

Gas Bills.

Several bills dealing with the question of gas supply engaged our serious attention.

Commercial Gas Bill.—This bill was promoted merely with the object of seeking for the company a method of testing similar to that provided in section 6 of the South Metropolitan Gas Act, 1900.

This section, after specifying the burner to be used for testing, requires that "the burner in making such testings shall be so used that the gas shall be burnt at such a rate as to give a light equal to 16 candles," and the whole question arose on this point, as it was contended that testing the gas in the manner required in this Act results in the gas appearing about one candle better than if it were burnt at such a rate as to give light equal to 14 candles. The Commercial Gas Company in their bill of last session introduced a similar testing provision, which the Council opposed, and the company agreed to withdraw it, continuing to test their gas in accordance with the methods prescribed in the Commercial Gas Act of 1875. In view of the fact, therefore, that there were applying to London two different statutory methods for testing gas, it was felt desirable that, before any further powers were granted, it should be laid down authoritatively what was the proper method of testing.

The attention of the President of the Board of Trade was accordingly directed to the question with the request that he would appoint a Departmental Committee to consider the question of gas testing, and this he promised to do. It was accordingly arranged that the bill should be allowed to proceed as a temporary measure limited to three years only, and that in the meantime the Departmental Committee would thoroughly consider the whole question.

Crystal Palace District Gas Bill.—This bill sought to obtain for the company similar testing provisions to those sought in the Commercial Gas Bill and in the South Metropolitan Act, the repeal of which the Council endeavoured to seek by a clause in the General Powers Bill; to reduce the illuminating standard of the gas from 15 to 13 candles, with a corresponding reduction in price; and to repeal certain provisions in earlier acts of the company as to testing gas for impurities. The Council strongly opposed the bill, and, before the Select Committee of the House of Commons, was successful on all points with regard to illuminating power, standard price, and testing, and the promoters withdrew the bill before third reading in the House of Lords.

Gas Light and Coke Company's Bill.—This bill raised similar questions as to standard price and the formation of a redemption fund to those dealt with in the Council's bill, and after considerable negotiations, an agreement was arrived at with the company, as the result of which amendments were secured in the bill in the direction of the proposals in the Council's bill, and the latter was then withdrawn. The principal amendments obtained were the reduction of the standard price from 3s. 9d. to 3s. 4d., and the provision that when the authorised rate of dividend exceeds £4 per cent., certain sums in proportion to the excess of dividend over that amount should be set aside to form a fund for the redemption of obsolete capital. In arriving at this settlement we obviated what would probably have been a long and costly contest before the Select Committee.

Workmen's trains.

On 29th April, 1903, the House of Commons, on the motion of Mr. Lough, appointed a Select Committee "to enquire into the working and administration of the Cheap Trains Act, 1883, "and to report whether any, and if so what, amendments are reasonable and necessary to improve "the service of workmen's trains in the Metropolis and elsewhere, and to secure the provision of "the accommodation required by workmen by all railway companies."

With a view to securing that evidence on behalf of the Council may be placed before the Select Committee with the object of obtaining greater and more uniform facilities in regard to workmen's trains we entered into communication with the Housing of the Working Classes Committee with a view to the formulation of the Council's case, and also gave instructions for the preparation of evidence to be proceeded with. The Select Committee, however, made no progress with their inquiry.

Municipal trading.

During the session a Joint Select Committee on Municipal Trading, presided over by Earl Crewe, was again appointed, but instead of following the course adopted by the Joint Select Committee appointed to consider the subject in 1900, and dealing generally with the matters referred to them, they limited their consideration, in view of the comparatively short time at their disposal, to the questions of municipal audit and accounts. Evidence on these questions was submitted to them by the comptroller on behalf of the Council, and the Committee issued a report which dealt with this branch of the subject and also contained a recommendation that the inquiry should be resumed in a later session.

The following table shows the results arrived at with regard to the legislation promoted during the session 1903—

Title of Bill.	Result of proceedings.
1.—Private Bills.	
<i>Railway Bills.</i>	
Great Eastern	The promoters agreed to omit the provision as to the acquisition of lands for the purposes of a generating station in London. Bill passed.
Great Central	The promoters agreed to the insertion of clauses as to the Building Acts and the line of frontage. Bill passed.
Great Northern	Petition presented. <i>Locus standi</i> objected to, but clauses agreed. Bill passed.
Great Western	Petition presented. Clauses agreed. Bill passed.
London, Brighton and South Coast (H.L.) ...	Petition presented. The promoters agreed to the insertion of the clauses desired by the Council. Bill passed.
London, Tilbury and Southend	Petition presented. Promoters, however, withdrew proposals for the construction of lines in London, and no further action was necessary. Bill passed.
South Eastern and London, Chatham and Dover (H.L.)	Petition presented. Clauses as to Building Acts, line of frontage and prescribed distance agreed. Bill passed.
Watford and Edgware	The clause to provide for the line being worked as one with the Charing-cross and Edgware line was struck out, and thus action on behalf of the Council, was obviated. Bill passed.
<i>Underground Railway Bills.</i>	
Baker-street and Waterloo	Various clauses as to line of frontage, Building Acts, and workmen's trains, etc., agreed. Agreement with the Underground Electric Railways Company of London, Limited, modified in accordance with an undertaking given to the Council by the promoters. Bill passed.
Baker-street and Waterloo (Extension of Time)	Clauses agreed. Bill passed.
Charing Cross, Euston and Hampstead ...	Petitions presented in both Houses. Promoters withdrew the proposal for the transfer of the Edgware and Hampstead line, and the other amendments desired by the Council were inserted by the Select Committee, particularly limiting the agreement with the Underground Electric Railways Company of London, Limited. Bill passed.
City and North-East Suburban Electric ...	Petition presented. Bill rejected by Select Committee of the House of Commons. (See earlier portion of report.)
City and South London	Petition presented in House of Commons. As the result of negotiations with the promoters clauses were agreed safeguarding the Council's interests. Bill passed.
Clapham Junction and Marble Arch (No. 1)	Withdrawn before second reading in the House of Commons.
Clapham Junction and Marble Arch (No. 2)	Not introduced.
Central London	Withdrawn before second reading in the House of Commons.
Great Northern and City	No action necessary. Bill passed.
Great Northern, Piccadilly and Brompton (New Lines)	Withdrawn before second reading in the House of Commons.
Great Northern, Piccadilly and Brompton (Various Powers)	Petition presented in House of Commons. The promoters struck out the clause to extend sec. 62 of their Act of 1902 dealing with agreements with and leases to the Underground Electric Railways Company of London, Limited. Necessary clauses were, as the result of negotiations, agreed with the promoters. Bill passed.
Hammersmith, City and North-East London	Petition presented for leave to introduce the bill late, but the Standing Order Committee refused to allow the bill to be introduced.
Metropolitan District (Various Powers) ...	Petitions presented in both Houses. Amendments obtained. Bill passed.
Metropolitan District (Works)	Withdrawn before second reading in the House of Commons.
North-West London	Withdrawn before second reading in the House of Commons.

Title of Bill.	Result of proceedings.
<i>Tramway Bills.</i>	
Beckenham Urban District Council	Petition presented in House of Lords. Bill passed. (See earlier portion of report.)
Croydon and District Electric Tramways (Extensions)	The Council refused to give its consent to the construction of proposed lines in London, and the lines in question were in consequence struck out of the bill. Bill passed.
Erith Tramways and Improvements	Petition presented in the House of Commons. Bill passed. (See earlier portion of report.)
Harrow-road and Paddington	Petitions presented in both Houses. Bill passed. (See earlier portion of report.)
London United	Petition presented in House of Lords. Terms agreed with promoters in regard to giving up to the company a strip of land acquired by the Council for the purpose of being added to Ravenscourt-park. Clauses with regard to other matters concerning the Council were agreed. Bill passed.
<i>Gas Bills.</i>	
Commercial	Petition presented in the House of Commons. Bill passed. (See earlier portion of report.)
Crystal Palace District Gas	Petitions presented in both Houses. Bill withdrawn. (See earlier portion of report.)
Gas Light and Coke Company... ..	Petition presented in the House of Commons. Bill passed. (See earlier portion of report.)
<i>Miscellaneous Bills.</i>	
Alexandra park and Palace	No action necessary. Bill passed.
All Saints, Poplar, Church and Parish (H.L.)	No action necessary. Bill passed.
Blackheath and Greenwich District Electric Light Company, Limited	Petition presented. Council's <i>locus standi</i> disallowed, but the Greenwich Borough Council had presented a petition on lines similar to those of the Council's petition and took up the case. Bill passed.
East Ham Improvement	Petition presented. The promoters agreed to omit the clause requiring the Council to admit the East Ham sewage into the London main drainage system, and the Council's petition was withdrawn. Bill passed.
Hainault Forest	Petition presented. Amendments agreed. Bill passed.
Kent Water Board	Bill withdrawn before second reading in House of Commons.
King's College, London (H.L.)... ..	No action necessary. Bill passed.
London Hydraulic Power	Clauses settled by negotiation. Bill passed.
North Metropolitan Electric Power Supply (H.L.)	No action necessary. Bill passed.
Old Bridewell Burying Ground (H.L.)	Petition presented in House of Lords, and Bill opposed before Select Committee. That House, however, passed the Bill, but the Council in conjunction with the City Corporation opposed the Bill on second reading in the House of Commons, and it was rejected by 118 votes to 71.
St. Philip's Chapel (Regent-street) (H.L.)	As the result of negotiations, the Office of Woods gave an undertaking as to the line of frontage. Bill passed.
Stoke Newington Borough Council	Clauses as to line of frontage and applying Building Acts inserted. Bill passed.
Sutton District Water	Clause agreed to protect Council's interests in respect of water supply to Cane-hill asylum. Bill passed.
Thames Conservancy	Withdrawn before second reading in House of Commons.
Thames Steamboat Trust	Rejected by the Select Committee of the House of Commons which considered the Council's Steamboat Service Bill.
Willesden Urban District Council (H.L.)	No action necessary. Bill passed.
West Ham Corporation	Withdrawn before Committee stage in the House of Commons.
Woolwich Borough Council	Amendments agreed with regard to supply of electrical energy. Bill passed.
2.—Public Bills.	
Borough Funds (Mr. Long)	Amendments more or less in the nature of drafting were suggested to the Local Government Board, but the Board did not consider it desirable to adopt them. Bill passed.
County Councils (Bills in Parliament) (Mr. Long)	No action taken on behalf of the Council, but endeavours were unsuccessfully made to obtain the insertion of a clause to enable the Council to promote legislation on behalf of Metropolitan Borough Councils when so desired. Bill passed.
Education Board Provisional Order Confirmation (London) (H.L.)	Petition presented against Bill in House of Commons, but as the result of negotiations with the London School Board and the Board of Education a clause was inserted requiring the School Board at the request of the Council to sell to the Council, for the purposes of street widenings, portions of sites to be acquired under the Bill, the price to be paid by the Council being in each case a proportionate part of the cost of the acquisition of the site. Bill passed.
Electric Lighting (London) Lord Wolverton (H.L.), Mr. Bonar Law (H.C.)	The Council generally approved the Bill, subject to the Board of Trade being asked to insert an amendment to protect existing consumers with regard to price, supply of energy, and fittings. The Board did not however see its way to insert the amendments desired, but offered to consult the Council in regard to agreements for the transfer of electric lighting areas under the Bill. Bill withdrawn before second reading in the House of Commons.

Title of Bill.	Result of proceedings.
2.—Public Bills—continued.	
Employment of Children (Mr. Akers-Douglas)	The Council approved the principle of the Bill, but endeavoured to secure the insertion of an amendment to secure that if a parent or guardian caused or permitted a child to be employed contrary to the Act, such employment should be <i>prima facie</i> proof of an offence under the Act. Such an amendment was not, however, inserted. Bill passed.
Franchise and Removal of Women's Disabilities (Sir C. Dilke)	No action taken. Bill withdrawn before second reading in House of Commons.
Housing of the Working Classes (London) (Sir John Dickson-Poynder)	These Bills were considered, but no action was taken thereon, it being understood that they would not proceed, but that the Government would themselves introduce legislation to deal with the questions arising on the Bills of Sir John Dickson-Poynder and Mr. Hay. The Bills were dropped before second reading.
Housing of the Working Classes (Dr. Macnamara)	
Housing of the Working Classes (Repayment of Loans) (Mr. Claude Hay)	
Housing (No. 2) (Mr. Long)	
Land Values Assessment and Rating (Dr. Macnamara)	This was the Government Bill mentioned above. Amendments desired by the Council in the Bill were inserted. Bill passed.
Light Locomotives (Registration) (Mr. Scott Montague)	Report submitted to Council in favour of Bill. Bill rejected on second reading in the House of Commons by 183 votes to 170.
Local Authorities Officers' (Superannuation) (Captain Jessell)	Withdrawn before second reading in House of Commons.
Local Government Act (1888) Amendment (London) (Mr. H. Robertson)	Withdrawn before second reading in the House of Commons.
Local Government Franchise and Representation (Extension to Companies) (Sir Albert Rollit)	Withdrawn before second reading in the House of Commons.
Local Government (Transfer of Powers) (Mr. Long)	The Council considered this a desirable Bill. Bill passed.
Local Government Provisional Orders (No. 5) (Mr. Long)	Negotiations took place as to clauses particularly to apply the London Building Acts. The matter was not settled, however, and a petition was presented in House of Lords. A Select Committee of that House declined to insert the clauses desired. Bill passed.
London Education (Sir W. Anson)	Bill passed. (See earlier portion of report.)
London School Board (Hilldrop-road site) (Sir W. Anson)	No action necessary. Bill withdrawn.
Metropolitan Improvements (Funds) (Mr. A. Elliot)	No action necessary. Bill withdrawn.
Metropolitan Police Provisional Order Confirmation (Mr. Cochrane)	The Receiver of Police gave an undertaking that the buildings to be erected on the site should not be put beyond the existing building line without affording the Council an opportunity to consider the matter. Bill passed.
Metropolitan Streets (Mr. Akers Douglas) ...	No action necessary. Bill passed.
Military Lands (Mr. C. Allen)	No action necessary. Bill passed.
Motor Cars (H.L.) (Lord Balfour)	No action taken. Bill passed.
Patent Office Extension (Mr. A. Elliot) ...	No action necessary. Bill passed.
Petroleum (Mr. Ure)	No action necessary. Bill withdrawn before second reading in the House of Commons.
Port of London (Mr. Gerald Balfour)	Bill suspended. (See earlier portion of report.)
Post Office (Acquisition of Sites) (Mr. Austen Chamberlain)	As the result of negotiations, the amendments desired by the Council as to the stopping up of streets and line of frontage were secured. Bill passed.
Public Health (Sir F. S. Powell)	The Bill was withdrawn before second reading in the House of Commons, and it was not therefore necessary to definitely decide as to the action required on behalf of the Council.
Railways (Electrical Power) (Mr. Gerald Balfour)	Negotiations with the Board of Trade took place with regard to the Bill. Clause (3) which called for the Council's most serious consideration was omitted, and other amendments obtained. Bill passed.
Rating of Machinery (Mr. Chapman)	No action taken. The Bill did not make progress beyond the Committee stage in the House of Commons.
Shop (H.L.) (Lord Sudley)	This Bill failed to reach second reading in the House of Lords.
Shops (Early Closing) (H.L.) (Lord Avebury)	The Council referred back a recommendation to approve this Bill subject to an amendment. The Bill was not read a second time in the House of Commons.
Shops (Hours of Closing) (Lord Ribblesdale) (H.L.)	The Shops (Early Closing) Bill was allowed to be read a second time before the Shops (Hours of Closing) Bill, and the latter was withdrawn.
Shops (No. 2) (Sir Charles Dilke)	Withdrawn before second reading in the House of Commons.
Small Dwellings (Acquisition) (Sir Thomas Wrightson)	It was not necessary to take any action with regard to the Bill, as it was withdrawn before second reading in the House of Commons.
Small Holdings (Mr. Jesse Collings)	No action taken. The Bill failed to reach second reading in the House of Commons.
Street Traffic Regulation (Mr. Shackleton) ...	No action taken. Bill withdrawn before second reading in the House of Commons.
Supply of Electricity Bill (Lord Wolverton) (H.L.)	This was the Bill promised by the Government in the place of the London County Council (Electric Supply) Bill. The Bill did not in the opinion of the Council adequately meet the needs of the case, and the Board of Trade was communicated with on the subject. Definite amendments were not, however, put forward, as the Bill was ultimately dropped before second reading.
Tramways (Hours of Labour) (Mr. Nannetti)	No action taken. Bill withdrawn before second reading.

Session 1904.

The period covered by this report does not permit of the work of the session of 1904 being dealt with herein in detail, and the following particulars only show roughly in outline the legislation so far as it had been dealt with up to 31st March last.

In the present session of Parliament the Council is promoting six private bills, viz., Tramways and Improvements, General Powers, Thames River Steamboat Service, Edwardes-square Protection, Gas Light and Coke, and other Gas Companies' Acts Amendment, and the Money Bill. The public bills with regard to which the Council has given us instructions are the Lunacy Acts Amendment, Allotments, Polling Arrangements (Parliamentary Boroughs), and Polling Districts (County Councils), making ten in all.

London County Council (Tramways and Improvements) Bill.—This bill as introduced into Parliament provides for the construction of new tramways, and the re-construction and doubling of existing tramways as follows—

I.—Schemes not involving street widenings.

No. 1 in bill—	Hampstead-road to Oxford-street, <i>via</i> Tottenham-court-road.
" 2 "	Westminster-bridge-road to Strand, <i>via</i> Embankment.
" 3 "	Waterloo-road extension.
" 4 "	Grove-vale, Camberwell, to Stuart-road, Peckham.
" 5 "	Trafalgar-road, Greenwich, to East India Dock-road, <i>via</i> Blackwall-tunnel.

II.—Schemes involving street widenings.

" 6 "	Marble-arch to Cricklewood, <i>via</i> Edgware-road.*
" 7 "	Clapham-common (south side) to East-hill, Wandsworth.*
" 8 "	Streatham terminus to county boundary.*
" 9 "	Well-hall-road from South-Eastern Railway Company's bridge to High-street, Eltham.
" 10 "	Lordship-lane to Dartmouth-road, Forest-hill.
" 11 "	Lewisham-high-road to Park-road, Forest-hill.
" 12 "	New-cross-road to High-street, Lewisham.
" 13 "	High-street, Lewisham, to Lee-green.
" 14 "	Deptford to Herbert Hospital, Woolwich.*
" 15 "	Beresford-square, Woolwich, to High-street, Plumstead.
" 16 "	High-street, Plumstead to county boundary near Abbey-road, <i>via</i> Basildon-road.
Re-construction of existing L.C.C. tramways from Rushey-green, Catford, to London-street, Greenwich.	

In addition, the bill contains provisions with regard to (a) the purchase of lands in respect of the widening of Nine-elms-lane, authorised by the London County Council (Improvements) Act, 1900; (b) the purchase of lands for and the erection of car-sheds in Jew's-row, Wandsworth; and (c) the expenditure by the Council on capital account of a sum not exceeding £2,349,995.

The bill, on 16th February, came before the Standing Orders Committee, to whom the examiner had reported that, as regards tramway No. 1, standing order No. 22 had not been complied with. A statement was prepared and circulated in support of suspending the standing order in respect of this tramway, and as a result the Committee reported in favour of suspension, and recommended that the measure be allowed to proceed subject to the omission of tramways Nos. 6 and 8 (in respect of which the consent of the road authorities had not been obtained), and to this the House agreed. Subsequently, owing to the borough councils concerned refusing to contribute towards the cost of the necessary street widenings, clauses relating to tramways Nos. 7 and 14 and such portion of the scheme of re-construction of existing tramways as is situate in Greenwich, were withdrawn from the bill. The bill was read a second time in the House of Commons on 24th February, 1904, when a notice of motion was put down by Sir F. Banbury to instruct the Select Committee on the bill to omit from it the Embankment tramway (No. 2). This motion was considered by the House on 24th March, when upon a division the numbers were—

For the instruction to omit the tramway from the bill	...	...	159
Against	...	...	131
Majority	...	...	28

London County Council (General Powers) Bill.—This bill was read a second time in the House of Commons on 9th February, and was referred to the Police and Sanitary Committee, a committee whose object, amongst other things, is to preserve, as far as possible, uniformity in sanitary legislation by local authorities throughout the country. It has always been the practice in the past for the Council's General Powers Bills to be considered by Select Committees, and the present reference of the bill constituted a new departure which appeared to be open to some objection, from the point of view of the Council. With the object, therefore, of meeting the Council's views on the subject an interview was arranged with the chairman of Ways and Means, when it was explained that it seemed extremely inconvenient and undesirable that any attempt should be made to treat London, with regard to sanitary matters, in the same manner as the

* These tramways were ordered to be struck out by the Standing Orders Committee in consequence of the necessary consents of the road authorities not having been obtained.

provinces. He, however, declined to take the bill away from that Committee, and inasmuch as the sanitary provisions constitute so important a feature of the measure, no steps were taken to withdraw these provisions, and the bill therefore awaits consideration by the Committee to which it was referred.

This bill is arranged in nine parts, as follows—I.—*Introductory*. II.—*Purchase of lands by the Council*. This seeks to enable the Council to acquire compulsorily or by agreement property for fire brigade purposes and for the widening of Piccadilly. III.—*General powers as to lands*. IV.—*Sanitary*. This part makes further provisions and confers further powers upon the Council and sanitary authorities, for (a) the cleansing of verminous houses, (b) the removal of fixed ashpits, (c) the examination of premises at which food for human consumption is prepared or sold, (d) prohibiting the sorting or sifting of house refuse by hand, (e) the destruction of filthy clothing, (f) the removal or alteration of sanitary conveniences so placed as to be a nuisance, and (g) the paving and drainage of stables and stable yards. V.—*Tubercular disease of the udder*. This part of the bill provides for the removal, slaughter and disposal of any cow certified to be suffering from tubercular disease of the udder, and for the payment of compensation in certain cases. VI.—*Exchange of land at Tooting-bee-common*.—This provision gives legal effect to an arrangement, provisionally arrived at, with the owners of the Mortimer-estate. VII.—*Extension of time*. This part provides (1) for the execution of works in connection with the Tower-bridge (northern approach) improvement, and (2) for the construction of railway sidings at Horton Asylum. VIII.—*Purchase of lands by Woolwich Borough Council*.—This part seeks to enable the Woolwich Borough Council to let on lease certain land which it already possesses, but does not require to use for any definite purpose. IX.—*Miscellaneous and financial*. This part includes provisions (a) for the alteration of the title of the fire brigade and chief officer, (b) to enable the Council to cater at its own lodging-houses, (c) for the amendment of Part VIII. of the London County Council (General Powers) Act, 1902, so as to make penalties against ice-cream manufacturers and vendors payable to the metropolitan borough councils, (d) for increasing the amount of expenditure which the Council may incur in the investigation of matters of general importance, (e) for the amendment of Part IX. of the London County Council (General Powers) Act, 1902, so that in future the Council may fix the day in each year upon which all common lodging-house licences shall expire, (f) to enable metropolitan borough councils to plant trees, to contribute to the support of pleasure grounds, and to the cost of acquisition by the Council of Avery-hill, and (g) for the Council to expand for the purposes of the bill a capital sum not exceeding £76,850.

Additional provision was subsequently made in the bill to give effect to the resolution of the Council on 16th February to enable borough councils to contribute towards the cost of the acquisition of Springfield-estate, Clapton; and to enable the Council to dispose of surplus land situate immediately over the proposed Rotherhithe-tunnel. In accordance with the instructions of the Council, the bill has been further amended by the withdrawal of the clause which sought powers for borough councils to contribute to the support of public walks and pleasure grounds; and by the omission of the clause which sought to empower the Council to make, and the borough councils to enforce by-laws with respect to the paving of stables with impervious materials.

With regard to Part V. (in so far as it relates to the slaughter of cows suffering from tuberculous udders), Sir Edward Strachey placed upon the agenda paper of the House of Commons a notice of motion to the effect that it be an instruction for the Committee on the bill to omit this part of the bill, and insert the model tuberculosis clauses of the Local Government Board, which, with some modifications, the Council attempted in 1902 to obtain, together with provisions dealing with infection of milk, and also the present provisions giving the power to kill cows suffering from tuberculosis of the udder. In that session objection was taken before the House of Commons Committee that a Royal Commission on Tuberculosis was sitting, and the Committee thereupon deleted the tuberculosis clauses. The effect of Sir E. Strachey's proposal was to provide that the owner of a cow which, after slaughter was found to be healthy, should be entitled to three-fourths of the value of the animal immediately before it became diseased. As the Council could under no circumstances have accepted these proposals, a statement was circulated in the House of Commons in opposition to the instruction of Sir E. Strachey. The matter came up for discussion in the House on 10th March, when Mr. John Burns and other members supported the bill and opposed the instruction. After a long and full debate the House divided, when there appeared—

For the instruction	...	...	...	...	...	57
Against	...	...	...	...	...	195
Majority against						138

Some 19 petitions were presented against the bill, but as the result of negotiations these have been reduced to 12.

Thames River Steamboat Service Bill.—This bill, which follows the lines of similar bills introduced into Parliament by the Council on previous occasions, passed second reading in the House of Commons on 9th February. It seeks to establish an efficient service of steamboats on the river, and for that purpose to take over, administer, and alter, where necessary, the existing and also to construct additional piers. As in last year's bill compulsory powers of acquisition are sought over Greenwich pier. A new feature which has been introduced this session is a clause whereby the Council may give through bookings from its proposed steamboat service to its tramways and *vice versa*. A large number of the borough councils have passed resolutions in favour of the bill, and in addition, a deputation representing the riverside local authorities attended before

us and expressed their views upon the measure, and, amongst other things, stated that, as supporters of the proposed service, they had often had the objection raised that the promotion of the bill by the Council was an undue extension of municipal enterprise, but that in their opinion such action was justified in view of the failure of private enterprise. Ten petitions were deposited against the bill, and negotiations in respect of these are proceeding. Considerable difficulty is being experienced in the matter of Greenwich Pier, but methods of settlement are being discussed which it is hoped may meet not only the demands of the Pier Company, but also the Admiralty, who are concerned only in that portion of the pier vested in them as trustees of Greenwich Hospital.

Edwardes-square Protection Bill.—The contemplated conversion into building land of garden squares has been brought to the notice of the Council upon several occasions, and having regard to the importance, from a public health point of view, of the retention of these breathing spaces, some two or three have been purchased by the Council practically at their full building value, pending steps being taken to approach Parliament with the object of securing the preservation in perpetuity of the remaining garden squares, triangles, etc., in the county. The attention of the Council was directed, on 27th October, 1903, to Edwardes-square, Kensington, which contains approximately an area of 15,265 square yards, and which was then advertised for sale. It being only too evident that the building land value was prohibitive, the Council referred it to the Committee to advise in what form legislation might best be promoted in the session of 1904 to prevent garden squares in London being built upon, unless in the rearrangement of estates the owners substituted areas equal to such garden squares, and in particular to report what steps could be taken to render impossible the erection of buildings upon the square already advertised for sale. Particulars of the square having been obtained and the decision arrived at that the prohibition against building thereon should be extended to Earl's-terrace and Edwardes-place shrubberies, since the restrictions as regards these and the square were identical, the Council was placed in possession of the information secured, and advised that it would be possible for application to be made to Parliament in 1904 to secure the continuance of the restriction against, and prevent any building over, the garden of Edwardes-square. As regards, however, dealing with the whole of the garden squares concerned, the time for the promotion of legislation was too limited, and the Council was recommended to refer this question back with authority to the Committee to communicate with owners, and to advise the Council as to what parliamentary powers were desirable for the better preservation of such garden squares.

A bill was subsequently drafted, and after considerable revision was submitted to and approved by the Council on 15th December, 1903. The chairman of committees in each House of Parliament, in accordance with standing orders, determined that the bill should be first considered in the House of Lords, where it was read a first time on 8th February. The observations of the Lord Chairman noted on the bill were to the effect that as doubts as to the rights of the owners of the square to build over it were raised in the recital, it appeared to him that the question was in the first instance one for decision by the courts of law, and the bill could not be read a second time without leave. As a result, an interview was arranged with the Lord Chairman, at which the history of Edwardes-square, the Acts affecting the same, and the reasons which induced the Council to introduce the bill, were fully discussed. To meet another objection which had been raised against the bill, namely, that there was no power to compensate the owners of the square, it was represented to his lordship that if the bill were allowed to proceed to a Committee, the question of compensation (if any) might be then considered, and if it were found that the owners ought to be compensated, the Council would be prepared to consider the matter. Lord Balfour of Burleigh, however, declined to move the second reading, and intimated that if the second reading were moved by anyone else he would feel obliged to oppose it.

Gas Light and Coke and other Gas Companies' Acts Amendment Bill.—This bill, which was read a first time in the House of Commons proposed (a) to allow the chief gas examiner to decide an appeal in the absence of parties who did not attend before him after due notice, (b) required the company and the chief gas examiner to give the Council notice should an appeal which had been lodged, be withdrawn, (c) to make the time within which proceedings for breaches of the companies' special Acts might be taken, six months (1) from the date of the report of the Council's examiner (which is made daily), or (2) from the date of the report of the chief gas examiner, if an appeal be lodged and decided, or (3) from the date of the withdrawal of any appeal lodged and withdrawn. As the departmental committee had been appointed by the Board of Trade to inquire into the question of gas testing, it was suggested that the Council's bill should not be proceeded with at the present time. The Council accordingly withdrew the bill on second reading on 1st March.

London County Council (Money) Bill.—The form of the Money Bill has not yet been finally determined, but it will provide the borrowing powers required by the Council for the year ending 31st March, 1905, and for the following six months to 30th September, 1905. Special provision is made in the bill for a loan of £1,365,000 to the St. Marylebone Metropolitan Borough Council in respect of the purchase by them of the portion of the undertaking of the Metropolitan Electric Supply Company, Limited, within the borough. This loan will be effected by means of special county bills as distinct from ordinary bills, and the clause inserted in the bill has been drafted so as to make provision for this. There are also provisions as to taking over the unexpected balances of the London School Board and providing for the payment of the debts of the School Board (including the loans made to the Board by the Public Works Loan Commissioners), and furnishing a working balance for the maintenance of certain schools until such time as the grant from the Education Department is received.

So far as concerns public bills, the Council is again endeavouring to proceed with the Allotments, Polling Arrangements (Parliamentary Boroughs), and Parliamentary Districts (County

Councils) Bills. The two last named bills have passed the House of Lords, where they were taken charge of by Lord Ribblesdale, and the Hon. W. R. Peel has consented to take charge of them in the House of Commons.

Bills other than the Council's.

Underground and other railway bills.

A number of underground and other railway bills, in some of which power is sought to construct additional lines or extension of existing lines, were deposited for the session of 1903, and two of these in particular the Council found it necessary to oppose.

The London United Tramways (Railways) Bill.—By this bill it was proposed to link up the company's systems north and south of the Thames, and to establish a communication between the company's tramways and the Metropolitan District Railway by means of an exchange station at Hammersmith Broadway. This was to be effected among other ways by means of an underground railway rising to the surface at the Grove, Hammersmith. The Council opposed the bill on standing orders on the ground that the necessary consent to the line, which was really a tramway, had not been obtained. The examiner upheld the Council's objection and reported that standing orders were not complied with, and the Standing Orders Committee decided not to recommend any suspension. The bill could not therefore be proceeded with.

North and South Woolwich Electric Railway Bill.—In this case power was sought to construct an underground electric railway from North Woolwich to South Woolwich, and the Council pressed for the insertion of clauses (a) as to saving any future tramways which the Council might wish to construct on the conduit system, and (b) as to non-payment of compensation in the event of such construction in the vicinity of the tunnel. The Select Committee of the House of Commons granted these clauses, whereupon the promoters withdrew the bill.

Other bills which the Council are opposing are the Charing Cross, Euston, and Hampstead Railway Bill and the Baker-street and Waterloo Railway Bills, principally on the ground of undue inflation of capital.

Tramway bills.

With regard to tramways, bills are now before Parliament promoted by the Harrow-road and Paddington Tramways Company, the London United Tramways Company, and the London, Camberwell and Dulwich Tramways Company. In the first two cases it has been found possible to arrange clauses with the promoters.

London, Camberwell and Dulwich Tramways Bill.—This bill seeks powers to reconstruct for electrical traction certain derelict tramways in Camberwell and Dulwich, and for the acquisition of certain lands for street widenings in connection therewith and to alter the period and terms of purchase by the Council. The Council has presented a petition against the bill with a view of strongly opposing the same before the Select Committee, especially the provision as to the purchase of the line.

Dock bills.

Three important bills dealing with the docks of London are engaging our serious attention, viz., the London and India Docks Company (Various Powers) Bill, Surrey Commercial Docks Bill, and the London Port and Docks Bill. This latter bill contains proposals to deal with the London Docks and improvements of the Port of London on lines which differ considerably from those of the Government's Port of London Bill which stands suspended from last session, and we are of opinion that its introduction at the present time is most inopportune.

MISCELLANEOUS BILLS.

A number of miscellaneous private bills have been introduced in the present session, among which may be mentioned the Corporation of London (Southwark and other Bridges) Bill, the Crystal Palace District Gas Bill, the East London and Lower Thames Electric Power Bill, and the Thames Steamboat Trust Bill. All these bills will call for strong opposition on the part of the Council.

PUBLIC BILLS.

Dealing now with public bills, mention may be made of the Land Values (Assessment and Rating) Bill, which has passed its second reading, and with reference to which the Council, on 29th March passed a resolution urging the Government to secure the passing of the measure.

A number of other public bills affecting London have also been introduced, but time has not yet permitted of their making much progress, and it is not, therefore, necessary to deal with them in this report.

T. B. NAPIER,
Chairman.

REPORT OF THE PUBLIC CONTROL COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of Committees were as follows—

Chairman—C. Goddard Clarke.

Vice-Chairman—H. A. Harben.

Blake, W. F.	Greenwood, H. J.	Radford, G. H.
Collins, S.	Hayter, L. H.	Russell, Earl
Collins, Sir William J.	Johnson, W. C.	Squires, W. J.
Cooper, B.	Macdonald, J. R.	Straus, B. S.
	Pope, W.	

The statistical and other details with regard to the work carried out in the Public Control department under our supervision will be found in our report submitting the report of the chief officer of the Public Control department. As this report will be printed and published, we think that unnecessary expense would be incurred by the repetition of the details here.

We do not propose to deal at length with any but special matters of public interest with regard to which action has been taken by us during the past year, and with respect to the work of the chief officer and chemist we shall quote only a few leading statistics supplied by them.

Meetings.

The number of meetings held during the year has been 25.

Expenditure and receipts.

The expenditure on maintenance account and receipts during the year in connection with the various services controlled by the Committee were as follows—

				Expenditure.			Receipts.		
				£	s.	d.	£	s.	d.
Coroners' courts	...	...	...	1,735	—	10	...	—	—
Coroners' inquests (salaries and disbursements)	...	...	...	28,913	8	6	...	—	—
Weights and measures	...	...	...	14,432	19	9	...	8,120	2 7
Constant water supply	...	...	...	...	...	...	...	—	—
Explosives	...	...	...	559	10	1	...	152	4 —
Infant life protection	...	...	...	664	7	7	...	8	5 8
Shop hours and seats for shop assistants	...	...	...	1,607	19	5	...	24	9 6
Smoke consumption	...	...	...	27	12	—	...	101	16 6
Petroleum	...	...	...	568	11	1	...	402	13 —
Market inquiries	...	...	...	...	...	...	...	—	—
Diseases of animals	...	...	...	13,432	19	7	...	53	16 —
Gas testing	...	...	...	4,206	14	1	...	233	4 11
Gas-meter testing	...	...	...	8,607	11	8	...	6,104	3 —
Locomotives on highways	...	...	...	50	9	7	...	382	16 2
Incidentals and printing	...	...	...	51	10	9	...	—	—
Totals	...	...	...	£74,858	14	11	...	£15,583	11 4

CORONERS' INQUESTS.

The powers and duties of the Council in connection with coroners' inquests chiefly consist in the appointment of coroners and payment of their salaries, in the settlement of their districts, in the regulation and payment of the costs incurred, and in providing and maintaining courts for the holding of inquests. During the year 1903 the number of inquests held in the County of London was 7,245.

Salaries of coroners.

The salaries of coroners are liable to revision every five years at the instance of either the Council or the coroners, and to be increased or diminished, "having regard to the average number of inquests held by any such coroner in the five years immediately preceding."

During the year the salary of the coroner for the southern district was revised. The number of inquests held in the district during the preceding 5 years was 3,129, which gave an annual average of 625½, which calculated on the basis of 30s. per inquest produced a salary of £938 14s. The coroner, Mr. G. Perceval Wyatt, agreed to accept this amount. The Council offered Dr. Waldo, the new franchise coroner for Southwark, a salary on the basis hitherto adopted in that district, but Dr. Waldo declined to accept this basis, and appealed to the Home Secretary under the Coroners Act, 1860. The Home Secretary approved the basis suggested by the Council and fixed the salary at £126 19s. 4d.

Deputy-coroner.

Dr. Robert Lyall Guthrie has been appointed deputy-coroner for the north-eastern district, and his appointment was approved by the chairman of the Council, in accordance with the Coroners Act, 1892.

Coroners' courts.

The Council is required by section 92 of the Public Health (London) Act, 1891, to provide inquest accommodation in the metropolis, and the Act also imposes on sanitary authorities (i.e., the

borough councils) the duty of providing mortuary accommodation. Arrangements have in the majority of cases been made by which sanitary authorities provide the courts, the Council paying an annual rent.

The following boroughs now possess one or more mortuaries, post-mortem rooms, and coroners' courts—

Courts erected by the Council—

Bethnal-green	Lambeth (South).	Shoreditch.
Camberwell.	Paddington.	Wandsworth (Clapham).
Greenwich.		

Courts provided by sanitary authorities—

Battersea.	Holborn.	St. Marylebone.
Bermondsey. (2 courts)	Islington.	St. Pancras.
Finsbury. (2 courts)	Kensington.	Southwark.
Fullam.	Lambeth (North).	Stepney.
Hackney.	Lewisham.	Westminster.
Hammersmith.		

Three boroughs are provided with good mortuaries and post-mortem rooms, and with fairly satisfactory accommodation for holding inquests otherwise than in specially constructed courts, viz.—

Chelsea.	Hampstead.	Stoke Newington.
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In the remaining boroughs partial or provisional accommodation as to mortuaries, post-mortem rooms and coroners' courts exists, and the question of the improvement of such accommodation is under consideration.

Deptford—The borough council has agreed to erect a proper mortuary, post-mortem room and coroner's court, the latter under agreement with the Council, and a site is being purchased.

Greenwich—The borough council has purchased land adjoining the coroner's court in Lamb-lane for the provision of a mortuary.

Poplar—In this borough there are several small mortuaries and public buildings which are available for the purposes of inquests, but the accommodation afforded is not considered sufficient. Attempts have been made, but hitherto without success, to induce the borough council to carry out the arrangements made with the late Poplar Board of Works, by which a new court, mortuary, etc., were to have been erected in the centre of the borough.

Wandsworth—In two out of three coroners' districts, the southern and Clapham, suitable accommodation at present exists, but in that portion of the Wandsworth borough which lies in the south-western coroner's district, the accommodation is inadequate. It is hoped to obtain a satisfactory site when certain local improvements have been carried out.

Woolwich—In this borough a mortuary was recently erected in Sun-street, and the borough council agreed to provide a coroner's court, the Council paying a rent for the same, but the site may now be required for a local improvement, and the selection of another site must wait until the exact line of the improvement is determined.

WEIGHTS AND MEASURES ACTS.

The Weights and Measures Acts of 1878 and 1889 make provision for ensuring that the weights and measures and weighing instruments used in trade are just; and require that they shall, before being used for trade, be verified and stamped by an inspector of weights and measures. The county is divided into 14 districts, to each of which an inspector is appointed. The verification and stamping of weights, measures, etc., is carried out at the following offices—

Eastern	...	...	Calvert-avenue, Shoreditch.
North Central	...	...	Rosebery-avenue, Clerkenwell.
South Central	...	...	Union-road, Newington-causeway.
South Eastern	...	...	{ Lamb Lane, Greenwich.
			{ Town Hall, Woolwich.
South Western	...	...	Netherford-road, Clapham.
Western	...	...	211, Harrow-road, Paddington.

Altogether a staff of 89 inspectors, assistants, coal officers, etc., is employed in carrying out the provisions of the Acts in London.

During the year the number of weights, weighing appliances and measures dealt with by the Council's staff was 2,034,582, of which 389,929 were rejected as unfit for stamping, and the amount of fees received for the verification and stamping of weights, measures, and weighing instruments was £7,330 4s. 9½d.

Inspection.

The inspection of weights, measures, and weighing instruments actually in use for trade was actively carried on, the inspectors visiting all trade premises and testing appliances on costermongers' stalls, barrows, etc., for the purpose of ascertaining whether the appliances were just.

The total number of offences discovered was 947. In 662 cases the persons offending were cautioned in writing by the Council, and legal proceedings were taken by the inspectors in 285 cases, in 280 of which convictions were obtained.

The amount of fines imposed by magistrates in respect of offences under the Acts was £317 15s.

Offices.

The South-Eastern weights and measures office and coroner's court at Lamb-lane, Greenwich, was formally opened by the Chairman of the Public Control Committee on 29th January, 1904.

Sale of coal.

In connection with the work of enforcing the provisions of the Weights and Measures Acts relating to the sale of coal, 623 offences have been discovered. Legal proceedings were taken in 45 cases, in all of which convictions were obtained. The amount of penalties imposed was £90 4s. The number of convictions for offences in respect of the sale of coal in London (excluding the City) during the undermentioned years were as follows—

1890-1...	... 444	1895-6...	... 54	1899-1900	... 39
1891-2...	... 205	1896-7...	... 71	1900-1	... 60
1892-3...	... 162	1897-8...	... 76	1901-2	... 32
1894-5...	... 91	1898-9...	... 39	1902-3	... 41

The convictions continue to be considerably less in number than those obtained in the earlier years of the enforcement of the coal provisions of the Act of 1889. This reduction is due to the law being more generally observed, and to the greater precautions now taken by coal merchants to prevent deficiencies in weight. In the cases of small deficiencies in weight which are at times discovered, the merchants are cautioned in writing by the Council.

Several cases of fraud by carmen have been detected by the coal officers during the year, and the carmen have been prosecuted.

Sale of coke.

The Weights and Measures Act of 1889, under which the Council is the local authority, contains provisions regulating the sale of coal, but the Council is advised that the Act does not extend to the sale of coke. There is, however, an old Act applying to the sale of coal at places within 25 miles of the General Post Office, viz., 1 and 2 William IV., cap. 76, sec. 43, which provides that "all coal, cinders and culm shall be sold by weight only and not by measure," and this Act, together with the provisions in 1 and 2 Vict., cap. 101, and 14 and 15 Vict., cap. 146, furnishes the consumer with some means of protecting himself if he chooses to exercise them.

Although the Council has no direct jurisdiction under these Acts, the coal officers keep observation on deliveries of coke. Cases of fraud by carmen have been reported, and in some cases the carmen have been prosecuted by the sellers.

Bread Act.

The Act relating to the sale of bread, which operates within ten miles of the Royal Exchange (3 Geo. IV., cap. 106), requires—

(a) That all bread shall be sold by weight.

(b) That, in every shop where bread is sold, scales and weights, or other weighing appliances, shall be fixed in some conspicuous place on or near the counter.

(c) That scales and weights shall be carried in every vehicle in which bread is carried for sale, other than a vehicle drawn by hand.

Fancy bread is, however, exempted from the operation of these provisions.

No executive authority is appointed by the Act, but the Council's inspectors of weights and measures are instructed to enforce the provisions of the Act so far as they can do so in connection with their other duties. Several memorials have been presented to the Council suggesting that an amendment of the law should be obtained with regard to the sale of bread, and the Committee are considering what steps should be taken in the matter. 224 offences have been reported by the inspectors during the year at bakers' and other premises; and when bread was found not to be sold by weight, the seller was cautioned by the inspector, 59 persons have been cautioned in writing by the Council, and 165 prosecuted for infringements of the Act. Convictions were obtained in 161 cases and penalties were imposed amounting in all to £141 11s. One case was dismissed, and the summonses could not be served in 3 cases, in consequence of the removal of the defendants.

Metric system.

The Weights and Measures (Metric System) Act, 1897, which came into force on 6th August, 1897, makes lawful the use in trade of a weight or measure of the metric system. Metric standards have been provided at the Council's four principal weights and measures offices, and the Board of Trade have in pursuance of section 13 of the Weights and Measures Act, 1889, prescribed the fees which shall be charged by inspectors for the verification and stamping of weights, measures and weighing instruments of the metric system. The fees are practically the same as those charged for equivalent weights and measures of the imperial system.

CONSTANT WATER SUPPLY.

All the water companies now give a constant supply of water to the whole of their respective London areas, with the exception of certain houses on Shooter's-hill, the highest part of Hampstead and Upper and Lower Sydenham, which are above the statutory limits of height to which the companies are compelled to give a constant supply of water.

EXPLOSIVES ACT, 1875.

This Act, and the orders made thereunder, provide for an efficient control over the manufacture, conveyance and sale of explosives. The term "explosives" applies to gunpowder and other substances designed to produce a pyrotechnic or a practical effect by explosion, and power is given to the Government to bring under the Act any substance which appears to be specially dangerous to life or property by reason of its explosive properties. The provisions of the Act are of a very comprehensive character, and, where strictly enforced, give the public efficient protection from accident in the legitimate manufacture and transport of explosives.

Manufacture.—The manufacture and storage of explosives can only be lawfully carried on in London in factories and stores licensed either by the Council or the Home Secretary. Owing principally to the difficulty of maintaining the necessary extent of open land which the Act requires, there are in London at the present time only six factories licensed by the Home Secretary and one by the Council. There are 14 premises licensed by the Home Secretary for the manufacture of toy fireworks, but in these cases the amount of explosives is extremely limited. All the premises referred to are regularly visited by the Council's inspectors.

Conveyance.—Considerable quantities of explosives are brought into London or pass through it in course of transit to other districts. During the year upwards of 2,317 tons came under the notice of the Council's inspectors. The greatest vigilance is exercised by the inspectors to secure the observance of the stringent regulations for the protection of the public.

Sale.—The number of premises in London registered during the year for the keeping of explosives was 2,854, most of them being for the sale of fireworks, in which a large trade is done in the months of September, October and November. Gunpowder is stored at a large number of oilmen's premises, but, as a rule, only in small quantities. At gunmakers' premises considerable quantities of explosives are kept, the maximum quantity allowed being 200 lbs., with the addition of 500 lbs. of explosive when made up into safety cartridges.

Although no serious accidents in connection with the storage of explosives in London have occurred during recent years, attention has been called to the unnecessarily large quantities of explosives which the Act permits upon any premises which have been registered. The Council has now no discretion in the matter, but must register all premises notified; and all that the Council's inspectors can do, besides seeing that the regulations are observed, is to urge the voluntary reduction of the explosive to smaller amounts.

INFANT LIFE PROTECTION ACT, 1897.

The Infant Life Protection Act, 1897, came into force on 1st January, 1898, and superseded the Infant Life Protection Act, 1872, which was repealed from that date. The Council is the local authority under the Act for the County of London (excluding the City of London). Under the Act of 1897 all persons retaining or receiving two or more infants under the age of five years for hire or reward, and maintaining them apart from their parents for a longer period than 48 hours are required to give notice to the Council. The Council has then to fix the number of infants which may be kept in the dwelling as to which such notice has been given. Notice has also to be given to the Council when any infant under two years of age is taken for a lump sum not exceeding £20. The Council can remove a child from a house as to which notice has been given when such child is found to be improperly kept, and in such case, or in the case of a person convicted under the Prevention of Cruelty to, and Protection of, Children Acts, the person may not receive any more infants except with the consent of the Council in writing. The Council is empowered to appoint male or female inspectors, who are required to inspect the infants and to advise or direct as to their proper maintenance. Two male inspectors and two women inspectors have been employed to carry out the provisions of the Act. Persons guilty of an offence under the main provisions of this Act are liable to a penalty not exceeding £5, or to imprisonment for not more than six months, and any fines are to be paid to the Council.

111 notifications were received by the Council under the Act during the year ended 31st March, 1904. It was found necessary to remove five infants from dwellings where they were improperly kept. In six cases proceedings were taken and penalties amounting to £19 18s. were imposed.

The number of houses notified under the Infant Life Protection Act and the number of infants retained or received at such houses during the year ended 31st March, 1904, were as follows—

Number of notified dwellings under inspection on 1st April, 1903, or which again came under inspection during the year.	Number of notifications received during the year.		Number of notified dwellings under inspection during the year.	Number of nurse infants retained or received during the year.	Number of deaths of nurse infants.	Number of inquests held.
	Under section 2—As to infants under 5 years.	Under section 5—As to infants under 2 years received for a lump sum not exceeding £20				
159	105	6	270	972	61	8*

EMPLOYMENT OF CHILDREN ACT, 1903.

The Employment of Children Act, 1903, empowers the Council, as the local authority under the Act, to make by-laws (i.) for regulating the employment of children, (ii.) for regulating street trading by persons under 16 years of age, and (iii.) to license such street traders; and by-laws are being prepared to deal with these matters.

Section 11 of the Act incorporates section 3 of the Prevention of Cruelty to Children Act, 1894, which regulates the employment of children in places of public entertainment, and a considerable number of licences have been granted under that section by London police magistrates. The same section of the new Act provides further, that any inspector or other officer charged with the execution of this Act shall have and may exercise all the powers of an inspector of factories and workshops under section 3 of the Act of 1894; and the Council, on 9th February, 1904, authorised the inspectors, appointed under the Shop Hours Acts, to act also as inspectors under the Employment of Children Act.

* In all these cases verdicts of death from natural causes were returned.

SHOP HOURS AND SEATS FOR SHOP ASSISTANTS.

The provisions for regulating the employment of young persons in shops are contained in the Shop Hours Acts, 1892 to 1895. The Acts provide that no young person under the age of 18 years shall be employed in or about a shop for a longer period than 74 hours, including meal times, in any one week, and that in every shop in which a young person is employed a notice of the provisions of the Act of 1892 shall be kept exhibited.

The Seats for Shop Assistants Act, 1899, provides that in all rooms of a shop where goods are actually retailed to the public by female assistants, the employer shall provide seats behind the counter or in some other suitable position, and that such seats shall be in the proportion of not less than one seat to every three female assistants employed in each room. The penalty for non-compliance with the Act is for a first offence a fine not exceeding £3, and for a second subsequent offence a fine not less than £1 and not exceeding £5.

The Council has appointed six male inspectors and three women inspectors under the Shop Hours Acts and the result of their work during the year is as follows—

Premises visited.			Nature of infringements.				
No. of inspections.	Premises where young persons were employed.	Premises where infringements were discovered.	Excess hours only.		Excess hours and no notice.		Notice not exhibited.
			80 hours and under.	Over 80 hours.	80 hours and under.	Over 80 hours.	
128,541	35,926	7,750	242	34	182	78	7,214

7,750 irregularities were discovered. Cautions in writing were sent in 630 cases, and legal proceedings were instituted in 63 cases. Convictions were obtained in 59 cases, and penalties amounting to £86 2s. 6d. were imposed; two cases were dismissed and two withdrawn.

The Council in October, 1898, approved of the amendment of the Shop Hours Acts by (1) the extension of the Acts to include all female shop assistants, and (2) the reduction of the working hours of young persons under 18 years of age employed indoors from 74 to 60 hours per week, of which two hours per day shall be allowed for meals. Whilst not supporting any particular legislation, the Council, in March, 1901, expressed its opinion that the hours of labour of small shopkeepers and shop assistants were unnecessarily long; that they might be shortened with great advantage to the health and well-being of London, and without serious inconvenience to any class of the community; that little improvement could be expected from merely voluntary effort; and that the subject was one which demanded the attention of His Majesty's Government.

The Shops (Early Closing) Bill was again introduced in the House of Lords by Lord Avebury.

There are 13,296 shops which are affected by the Seats for Shop Assistants Act. 32,661 females were found to be employed in these shops. At 12,999 premises sufficient seating accommodation had been provided, but at the remaining 297 this was found not to be the case. Cautions were sent in 52 cases. It was, however, only necessary to take legal proceedings in two instances, when penalties were imposed amounting to £2 15s.

SMOKE NUISANCE.

The Public Health (London) Act, 1891 (sections 23 and 24A) makes it an offence to use a furnace in premises used for trade purposes so constructed as not to consume its own smoke, or to use a furnace so negligently that the smoke arising therefrom is not wholly consumed. Section 24B declares a chimney (not being a chimney of a private dwelling house) sending forth black smoke in such quantity as to be a nuisance, to be a nuisance within the meaning of the Act. The maximum penalty provided by the Act is £10.

The Council has no direct control over smoke nuisance, the duty resting with the various sanitary authorities. Under section 100 of the Act, however, the Council has a general power of acting where a sanitary authority is in default, and the Council's inspectors of explosives and coal officers have been instructed to report any nuisance from black smoke of serious duration which comes to their notice in the course of their other duties; and the Metropolitan Police have been asked to notify the Council of any cases of smoke nuisance observed in the county.

A large number of infringements have been reported by the police and also by the Council's own officers, and these were at once communicated to the sanitary authorities for the districts concerned, with a view to their taking steps for the suppression of the nuisance.

In a considerable number of cases summonses were taken out by the sanitary authorities, and the Council's officers gave evidence in support of the proceedings. In some cases orders were obtained for the abatement of the nuisance, and in others penalties were inflicted by the magistrates. So far as the Council has been able to ascertain, convictions have been obtained in 751 cases, and penalties amounting to a sum of £203 14s. have been imposed during the year.

It has not been necessary for the Council to take proceedings in default during the year, but in one instance the sanitary authority was notified that unless it took steps to secure an abatement of certain nuisances in its district, the Council would consider as to declaring it in default. Steps, however, were taken by the sanitary authority, and eventually the more serious nuisances were abated.

Smoke from railway locomotives.

Having regard to the nuisance caused in London from smoke arising from railway locomotives the Council in 1899 authorised the Committee to proceed against the railway companies concerned

under section 114 of the Railway Clauses Consolidation Act, 1845, which requires that every locomotive shall be constructed on the principle of consuming its own smoke, and section 19 of the Regulation of Railways Act, 1868, which enacts that if a locomotive is constructed to consume its own smoke, but fails to do so as far as practicable at the time charged in the complaint, the railway company owning such locomotive shall be deemed guilty of an offence.

Under this authority proceedings have been taken against the undermentioned railway companies with the following results—

Name of railway company.	Number of cases.	Amount of penalties.	
		Fines.	Costs.
		£ s. d.	£ s. d.
Great Eastern	42	50 10 -	23 18 -
Great Northern	3	9 - -	3 9 -
London and North Western... ..	8	10 - -	5 - -
London, Brighton and South Coast	137	360 - -	37 1 6
South Eastern and Chatham	51	145 - -	28 11 -
Total	241	£574 10 -	£97 19 6

PETROLEUM ACTS.

The Petroleum Acts, 1871 and 1879, and the Petroleum (Hawkers) Act, 1881, provide for the safe keeping of petroleum and other substances of a like nature. The term "petroleum" includes any rock oil, Rangoon oil, Burmah oil, oil made from petroleum coal, schist, shale, peat, or other bituminous substance, and any products of petroleum, or any of the above-mentioned oils; and petroleum to which the Acts apply means any of these oils and any compositions which, when tested in the prescribed manner, give off an inflammable vapour at a temperature less than 73° Fahr. Naphtha, benzine, benzoline, benzole, carburine, gasoline, and hydrocarbon all flash below this temperature, and a licence from the Council is required for the storage of these substances in the county (excluding the City of London).

An order in Council made in February, 1897, brings carbide of calcium under the provisions of the Acts, and a licence is required for keeping it in quantities exceeding 5 lbs.

Almost continuously since 1890 the Council has urged successive Governments to amend the Petroleum Acts, and mainly as a result of its representations the Government introduced the Inflammable Liquids Bill in 1891, and moved the appointment of the Select Committees of 1894, 1896, 1897, and 1898. The Select Committee recommended in 1898 that the flash-point named in the Petroleum Acts should be raised from 73° Fahr. to 100° Fahr. (Abel test), and in the session of 1899 one of the members of the Select Committee, Mr. Harold Reekitt, introduced a bill with that object, but it was opposed by the Government, and subsequently rejected, it being understood that a bill on the whole subject of petroleum would shortly be introduced, but no legislation has been introduced by the Government. Since 1898 the Council has frequently pressed the Government to bring in a bill for raising the flash-point as recommended by the Select Committee, and on 25th April, 1901, the Council attended as a deputation upon the Home Secretary to again urge this course, but Mr. Ritchie would not undertake to promote legislation, as he was doubtful whether raising the flash-point would give security from lamp accidents. The Council on 13th May, 1902, again urged upon the Home Secretary the importance of passing during the session a short bill raising the flash-point named in the Petroleum Acts to 100° Fahr. as recommended by the Select Committee in 1898. A bill to raise the flash-point was introduced by Mr. Ure in the session of 1903, but no steps have been taken by the Government in the matter.

In this connection it may be mentioned that 142 lamp accidents have been investigated during the year, 9 of which proved fatal, involving the loss of nine lives.

The following statistics also relate to work done under the Petroleum Acts during the year ended 31st March, 1904—

1,520 licences under the Acts were granted, including—

1,334 licences to keep petroleum.

95 licences to keep carbide of calcium.

91 licences to keep petroleum and carbide of calcium.

8,763 inspections were made; and

441 oil wharves were visited and samples were taken for testing.

117 infringements of the Acts were reported.

54 related to premises upon which petroleum and carbide were being kept without a licence.

22 related to irregularities at licensed premises.

41 related to irregularity as to conveyance of petroleum.

103 cautions were sent.

14 cases were referred to the solicitor for legal proceedings, in all of which convictions were obtained, and penalties and costs amounting to £77 8s. were imposed.

Light locomotives.

Section 5 of the Locomotives on Highways Act, 1896, provides that the keeping and use of petroleum or other inflammable liquid shall be subject to regulations made by a Secretary of State, such regulations to have effect notwithstanding anything in the Petroleum Acts. Amended

regulations came into force on 18th March, 1903, and allow the keeping of a quantity of petroleum spirit not exceeding 60 gallons in a storehouse properly constructed and under certain conditions. Should the storehouse be situated within 20 feet of any building or timber stack or other inflammable goods the person keeping the petroleum must give notice to the local authority. In the event of a person not being able to comply with these regulations, the Council has power to grant a licence under the Petroleum Acts.

MARKETS.

By section 70 of the Council's General Powers Act, 1891, the Council is authorised to prosecute and conduct inquiries and negotiations relative to such existing markets and market rights as are not the property of or under the control of the City Corporation, the expediency of establishing new markets in or near the administrative County of London, and the matters relative or incidental thereto.

Street or retail markets.

In July, 1901, the Council invited the metropolitan borough councils to consider the desirability of seeking parliamentary powers to become the market authority for retail or street markets within their respective boroughs, and, as such, to provide proper market accommodation at or immediately near to the sites of the existing street markets. The Council also informed the borough councils that it would be prepared to assist them by inserting a clause in one of the Council's General Powers Bills. Replies were received from a large number of the metropolitan borough councils agreeing with the Council's view, and the Council in the session of 1903 obtained power in the General Powers Bill for metropolitan borough councils to become the market authority for the purposes referred to.

DISEASES OF ANIMALS ACTS, 1894-6.

These Acts have for their object the diminution, and, where practicable, the suppression of contagious disease in animals, and are put in force in London partly by the Board of Agriculture and partly by the Council. The Acts are supplemented from time to time by orders issued by the Board of Agriculture, dealing with infectious disease among animals and the areas in which the disease exists. The powers of the Council as the local authority under the Acts are exercised by this Committee as the executive committee, and are mainly confined to dealing with glanders (including farcy) in horses and rabies in dogs.

The Council's outdoor staff consists of 11 veterinary inspectors, who are veterinary surgeons in private practice, and whose work under the Acts is paid for by fees. There are also two inspectors engaged in connection with the destruction of the carcasses of glandered horses at the knackers' yards.

The amount of contagious disease in animals that occurred in London during the past year and during the eleven years preceding it is shown by the following figures—

Disease.	Number of animals attacked by disease.											
	1892-3.	1893-4.	1894-5.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900	1900-1.	1901-2.	1902-3.	1903-4.
Glanders, including farcy	2,336	1,377	981	965	867	955	832	1,066	1,486	1,857	1,572	2,055
Typhoid in swine ...	112	32	37	76	73	22	23	7	36	41	22	5
Pleuro-pneumonia ...	9	4	2	—	11	11	—	—	—	—	—	—
Sheep-scab ...	—	—	98	—	—	—	—	—	322	—	—	—
Anthrax ...	1	—	2	—	—	1	—	2	1	2	3	3
Rabies ...	3	8	12	46	61	13	1	—	—	—	—	—

Glanders.—The Glanders or Farcy Order of 1894 empowers local authorities to slaughter every glandered horse, and to pay the owner compensation of not less than £2, or not more than a quarter of the value of the animal before it became affected. It also gives power to slaughter suspected animals, with the consent of the owner, subject to the payment of full value as compensation, if on post-mortem examination the animal is found not to be glandered.

2,055 cases of glanders have been reported during the year, and compensation amounting to £5,822 2s. has been awarded with regard to the slaughter of 1,931 diseased horses.

Fifty-one infringements of the Glanders or Farcy Order have been reported. Legal proceedings were taken in 11 cases, penalties and costs amounting to £73 17s. were imposed.

The departmental committee which was appointed by the Board of Agriculture to inquire whether any further measures could usefully be taken for the suppression of glanders made a series of recommendations in February, 1899, for the amendment of the law as to glanders, and if these recommendations were given effect to, local authorities would be greatly strengthened in their efforts to suppress this disease. In compliance with one of the recommendations of the Departmental Committee the Board of Agriculture appointed a committee of experts to conduct experiments with regard to the use and influence of mallein. The Council on 30th July, 1901, attended as a deputation before the Board of Agriculture and urged the Board to give effect to the Departmental Committee's recommendations, but the president stated in reply to the deputation that he could hold out no hope of any change being made in the present law until after the committee of experts had reported the result of their inquiries.

The Expert Committee made its Report in December, 1902, upon the two questions remitted to them, and reported—(1) "That the danger of the disease being spread by apparently healthy 'reacting' horses while at work is so slight that in practice it might be neglected." and (2) that "a horse that has ceased to react to mallein is incapable of spreading the infection of glanders."

The Council on 20th October, 1903, had an interview with the Earl of Onslow, President of the Board of Agriculture, with regard to dealing with glanders in London, and again urged the Board of Agriculture to give effect to certain recommendations of the departmental committee appointed by it in 1899, as follows—

- (i) Compulsory notification of glanders by veterinary surgeons.
- (ii) Appointment of veterinary inspectors who are not in private practice as veterinary surgeons.
- (iii) That on an outbreak of glanders in a stud, all the horses brought within the sphere of contagion should be declared suspicious and isolated until the veterinary inspector declares them free from infection.
- (iv) Compulsory slaughter of all animals showing clinical symptoms of glanders.

The Earl of Onslow, in reply to the deputation, stated that in order to carry out some of the recommendations legislation would be required, and that he would be prepared to assist in obtaining the necessary parliamentary powers, and also to ask the Government to contribute towards any compensation which might have to be defrayed by local authorities in carrying into effect such additional powers; and subsequently the Council had an interview with the Chancellor of the Exchequer and urged him to adopt this view.

Anthrax.—Four cases of this disease have occurred in London during the year.

Typhoid in swine.—There has been one outbreak of typhoid fever in swine in the county during the year, when the Board of Agriculture ordered the slaughter of 5 swine.

Rabies.—The Council's regulations which require dogs to be muzzled unless they are under the control of some person and wear a collar upon which the name and address of the owner is legibly inscribed still remain in force, and such regulations are enforced by the Metropolitan Police. There has been no case of rabies in the county during the year, the last case having occurred in June, 1898.

Importation of dogs.—The Importation of Dogs Order, 1897, prohibits dogs being brought into Great Britain from any other country without a licence from the Board of Agriculture. The extension of the Order to Ireland was withdrawn in December, 1901. Under the Order licences have been granted during the year by the Board of Agriculture with regard to a large number of dogs brought into the county of London. Proceedings were taken in one case for a breach of the Order, and a penalty of £4 and 4s. costs was imposed.

Exportation of Horses Order, 1898.—This Order was made by the Board of Agriculture with a view to preventing cruelty in the exportation of horses intended to be used for human food. It prohibits exportation altogether, when the horse is so old or infirm as to involve cruelty during the journey, and provides for the proper fitting up of the vessel carrying the horses, and for ventilation, food, water, attendance and security during the passage. The Council is the local authority for that part of the river and docks not within or abutting on the City of London, and an inspector has been appointed for enforcing the provision of the order.

The Council's inspector examined 8,759 animals, and 53 animals were rejected for various reasons.

TESTING OF GAS-METERS.

Under the Sale of Gas Act, 1859, and the Metropolitan Gas Amendment Act, 1861, provision is made for regulating the measures to be used in the sale of gas and for the appointment by the Council of inspectors to test meters in the County of London (excluding the City of London).

The Council has four testing offices, viz., St. Ann-street, Westminster; White Lion-street, Spitalfields; Rosebery-avenue, Clerkenwell; and Avonmouth-street, Newington. At each of these places is an inspector with a staff of assistants, who test all meters brought for the purpose, a small charge being made for each meter according to the scale fixed by the Act.

The number of meters tested during the year was 198,604, and the fees received or receivable in respect thereof amounted to £6,072 3s. 6d., being an increase in fees received of £230.

In the preceding year the total number of meters tested was 186,198, and the amount of fees received £5,842 3s. 6d.

GAS SUPPLY.

The gas supply of London is regulated by the private Acts of the several gas companies supplying gas within the county, and so far as the principal companies are concerned, the Acts govern both the price and the quality of the gas. Some of the suburban portions of the county are supplied by companies such as the Brentford, the Wandsworth and Putney, the Mitcham and Wimbledon District, and the Crystal Palace District Gas Companies, and the gas supplied by these companies is not in any way controlled by the Council. The gas consumed in the greater part of the county is supplied by the Gas Light and Coke Company, the South Metropolitan Gas Company and the Commercial Gas Company. The gas supplied by the Gas Light and Coke Company is required to be of an illuminating power of 16 candles. Power was given to the South Metropolitan Gas Company by their Act of 1900, and to the Commercial Gas Company by their Act of 1902, to reduce the standard illuminating power from 16 to 14 candles, and these Acts were given effect to by the respective companies as from 1st July, 1901, and 1st January, 1903.

Since June, 1898, the Metropolitan Gas Referees have issued a notification prescribing Mr. Harcourt's 10-candle pentane lamp as the standard to be used in testing the illuminating power of gas.

The gas must be of a certain purity, which is prescribed from time to time by the Gas Referees, but no liability to forfeiture is incurred by the gas company unless a deficiency in illuminating power

equal to half a candle occurs, or the impurity exceeds the maximum allowed under the notification by the Gas Referees. The company is at liberty to appeal to the Chief Gas Examiner, who is appointed by the Board of Trade, against the report of the gas examiner, and the Chief Gas Examiner has power to allow the appeal where the company can show that the deficiency or impurity is occasioned by an unavoidable cause or accident.

In connection with the burners which the South Metropolitan Gas Company are bound to supply, suitable for burning 14-candle gas, under their Act of 1900, arrangements were made by the Council for the company to supply governed burners at a charge to the consumer of 2d. instead of 6d. each burner as previously charged.

Testing places.

A daily examination of the gas supplied by the company is made by examiners who (except in the City of London) are appointed and paid by the Council, and report daily the results of their testings. The official testing of the gas is carried out at testing-places prescribed by the Gas Referees and provided and fitted by the companies, and there are at present 20 testing places in the county—twelve for the Gas Light and Coke Company, six for the South Metropolitan Gas Company (but two of these have been closed during the year), and two for the Commercial Gas Company. In the City of London there are three gas-testing places under the control of the Corporation.

With reference to the delay in the opening, by the South Metropolitan Gas Company, of the gas-testing places at Hill-street, Peckham and Blackfriars-road, referred to in the last report of the Committee, a communication was received in October, 1902, from the Board of Trade intimating that proceedings were about to be instituted against the company under section 45 of the Metropolis Gas Act, 1860, for not conforming to the prescription of the Gas Referees with regard to service pipes at testing places.

Results of testing.

The average illuminating power of the gas as shown by the daily tests made at the official testing places during the year ended 31st March, 1904, was as follows—

	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Average.
Gas Light and Coke Company ... (Standard 16 candles)	16·5	16·7	16·6	16·6	16·6
South Metropolitan Gas Company ... (Standard 14 candles)	14·7	14·8	14·8	14·7	14·75
Commercial Gas Company ... (Standard 14 candles)	14·9	15·1	14·7	14·9	14·9

The average amounts of sulphur in grains per hundred cubic feet of gas were as follows, the maximum allowed during the first and second quarters having been 17 grains, and during the third and fourth quarters 22 grains—

	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Average.
Gas Light and Coke Company ...	11·4	10·6	11·6	12·2	11·45
South Metropolitan Gas Company ...	11·5	10·4	11·8	12·3	11·5
Commercial Gas Company ...	8·3	8·2	7·9	10·1	8·6

There have been five cases of deficient illuminating power, four cases of the presence of sulphuretted hydrogen, and one case of excess of sulphur, but no cases of deficient pressure or of excess of ammonia during the year. The following table shows the position of the cases which have occurred during the year together with the three outstanding cases of deficient illuminating power—

	No. of cases of deficient illuminating power.	No. of cases of sulphuretted hydrogen.	No. of cases of excess of sulphur.	
Commercial Gas Company ...	—	{ * 2 † 2	} † 1	* Appeals allowed.
Gas Light and Coke Company ...	{ † 7 ‡ 1	—	—	† Forfeitures.
South Metropolitan Gas Company ...	—	—	—	‡ Outstanding.

Portable photometer.

The following table shows the results of tests made with the portable photometer during the year—

Tests showing illuminating power of the gas to be	Gas Light and Coke Company (Standard 16 candles).		South Metropolitan Gas Company (Standard 14 candles).		Commercial Gas Company (Standard 14 candles).	
	Number.	Percentage of the whole, approximate.	Number.	Percentage of the whole, approximate.	Number.	Percentage of the whole, approximate.
Above 16 candles	28	39	—	—	—	—
Between 15·5 and 16 candles...	29	40	—	—	—	—
" 15 " 15·5 " ...	12	17	—	—	—	—
" 14·5 " 15 " ...	3	4	—	—	—	—
Above 14 candles	—	—	70	89	38	89
Between 13·5 and 14 " ...	—	—	8	10	5	11
" 13 " 13·5 " ...	—	—	1	1	—	—
	72		79		43	
		Average, 15·95 candles.	Average, 14·27 candles.		Average, 14·39 candles.	
Total number of tests, 194.						

It will be noticed that the results of the tests continue to be far more satisfactory than those obtained in previous years, and show the usefulness of the Council's efforts to make the tests with the portable photometer binding on the gas companies.

Charges for gas supplied through prepayment meters.

The Metropolis Gas (Prepayment Meter) Act of 1900 provides that the Gas Light and Coke, the South Metropolitan Gas and the Commercial Gas Companies shall not charge to consumers of gas supplied through prepayment meters more than the rate the companies are respectively entitled by law to charge for gas supplied to private consumers through any other kind of meter, that the companies shall not charge for the hire of any prepayment meter and fittings to be used therewith other than a sum calculated according to the quantity of gas supplied, and that the maximum price shall be at the rate of tenpence per one thousand cubic feet, which sum shall include the hire of one meter and the fittings used therewith and the cost of collection, inspection, etc., incurred by the companies; the maximum charge for the hire of a prepayment meter without fittings to be at the rate of 10 per cent. per annum on the cost of the meter to the companies.

Charges for gas supplied by the Gas Light and Coke Company north of the Thames.

In consequence of a communication which was received from the Metropolitan Borough Council of Holborn complaining of the excessive charge made by the Gas Light and Coke Company for gas supplied north of the Thames, the Council considered the matter fully, and on 28th January, 1902, determined to convene a conference of representatives of the Corporation of the City of London and the metropolitan borough councils in the district north of the Thames, supplied by the Gas Light and Coke Company, to consider the high price for gas charged by the company and matters incidental thereto, and the course to be adopted to obtain a reduction of the price. In response to the resolutions passed at the conference, which met on 7th March, the Council on 10th June, 1902, agreed to promote legislation in the session of 1903 with reference to the price of gas supplied by the Gas Light and Coke Company north of the Thames as follows—(i.) For reducing the present standard price of 3s. 9d. per 1,000 cubic feet to 3s. 3d.; (ii.) for placing the company under obligations to provide annually a certain sum out of the amount available as dividends for the purpose of extinguishing its obsolete capital; and (iii.) for reducing the standard illuminating power from 16 to 14 candles, there being an equivalent reduction in the standard price.

A bill for these purposes was accordingly introduced by the Council, and the company also promoted a bill dealing with similar matters. After considerable negotiations an agreement was arrived at securing such amendments in the company's bill that the Council's bill was withdrawn, the principal concessions obtained from the company being the reduction of the standard price from 3s. 9d. to 3s. 4d. per 1,000 cubic feet, and a provision that when the authorised rate of dividend exceeded £4 per cent. certain sums in proportion to the excess dividend should be set aside to form a fund for the redemption of obsolete capital. A bill containing these provisions subsequently became law.

Gas testing on Sundays.

The attention of the Council was called to the desirableness of testing the gas supplied by the three principal gas companies on Sundays in consequence of a case which arose in connection with the gas supplied by the Commercial Gas Company. The company contended that certain tests were not made on successive days as Sunday intervened, and that therefore no proper average, within the meaning of the Act, had been arrived at. As the Council, having been advised that there was power under the Gas Acts for the Council to test the gas on Sundays, decided on 7th October, 1902, that the gas supplied by the Gas Light and Coke Company, the South Metropolitan Gas Company and the Commercial Gas Company should be tested on Sundays and Bank holidays, at the prescribed testing places. The South Metropolitan Gas Company,

however, prevented the tests from being made at the testing places in their district, and proceedings were commenced against the company.

The action was tried in the High Court before Mr. Justice Joyce on 4th May, 1903, when he held that the word "daily" in the section of the Gas Light and Coke and other Gas Companies Acts Amendment Act, 1880, meant every day without excepting Sunday, and he accordingly gave judgment for the Council, with costs.

The gas company appealed against this decision and the appeal was heard on 9th December in the Court of Appeal by Lords Justices Vaughan Williams, Romer and Stirling, who, after hearing the arguments, dismissed the appeal, with costs, thereby affirming the judgment of Mr. Justice Joyce.

The appeal by the company against the order of Mr. Justice Kekewich, restraining the company from preventing Sunday tests being made, which order was suspended by the Court of Appeal pending the appeal being heard, was also dealt with on the same date, when an application by counsel for the company that the suspension of the order might be continued pending an appeal to the House of Lords was refused, and the appeal against that order was also dismissed, with costs. Instructions were accordingly given for the testings to be commenced on Sunday, 20th December, 1903, and the testings have been continued since that date.

Commercial Gas Act, 1903.

The Commercial Gas Act, 1903, makes provision for the modification of the conditions of testing gas of 14 candle illuminating power supplied by the Commercial Gas Company. The Act is only to remain in force for three years.

Whilst the bill was under consideration an arrangement was come to by the Council and the Commercial Gas Company that, in view of the proposed appointment of a departmental committee by the Board of Trade to inquire into the question of the existing methods of testing the gas supplied by certain companies within the county, the Council would not oppose the alteration of the mode of testing as a temporary measure, it being understood that the provisions of the bill should not prejudice any inquiry before the departmental committee, and should not be construed as implying any acquiescence or agreement on the part of the Council that such amendments or provisions were desirable or expedient.

The Board of Trade subsequently appointed the Departmental Committee to deal with various questions relating to gas testing.

TELEPHONE SERVICE.

The Council has since the year 1895 had before it the question of the efficiency of the telephone service in London, and up to the present time the telephone service has been provided by the National Telephone Company, which established an overhead wire telephone system. In response to widely expressed dissatisfaction with the existing service, the Government in May, 1898, appointed a Select Committee to consider whether the telephone service was, or was calculated to become, of such general benefit as to justify its being undertaken by municipal or other local authorities. The Select Committee reported in August, 1898, to the effect that general, immediate, and effective competition by either the Post Office or the local authority was necessary, and that an efficient Post Office service would afford the best means for securing such competition. In the session of 1899 a bill was introduced by the Government authorising the General Post Office to establish a competing telephone service for London; and as this seemed intended to accomplish the object which had been persistently advocated by the Council, viz., the introduction of public competition, it was felt that no further steps could with advantage be taken until the intentions of the Government were better known. This bill subsequently became law as the Telegraph Act, 1899, and the Post Office has established the service and is proceeding with its extension.

In November, 1901, the Postmaster-General communicated to the Council the terms of an agreement which he had come to with the National Telephone Company whereby intercommunication between the subscribers of both systems was provided for, and a tariff of charges to be followed by both the Post Office and the company was fixed. For the purposes of the new telephone service London is included in a larger area, which extends to Romford, Enfield, and Harrow on the north of the Thames, and to Epsom, Reigate, and Dartford on the south; the whole area comprising about 630 square miles.

A new feature in this system is the application to London of the message-rate service, which has been adopted in some other places in the United Kingdom, and is in use in the most important cities of Europe and America.

The tariff referred to came into force upon the signing of the agreement on 18th November, 1901, and will remain in force until six months after 1st January, 1905. On and after that date the rates may be revised on the application of the Postmaster-General or the National Telephone Company. Provision is made in the agreement that on the expiry of the company's licence in 1911, unless the licence shall have been previously determined in 1904, the Postmaster-General shall buy all such plant as is in use by the company for the purposes of the company's London system, and is suitable for the requirements of the Post Office service, no plant in the meantime being brought into use without the sanction of the Postmaster-General. The price to be paid is to be the market value at the time of purchase, and no addition is to be made in respect of compulsory service, goodwill, or profits.

The Council was of opinion that, by the arrangement made between the Post Office and the National Telephone Company, one of the objects aimed at both by the Council and by the Select Committee in 1898, namely, "general, immediate, and effective competition," had not been attained. The Council accordingly expressed to the Postmaster-General its regret that the scheme did not establish real and effective competition as recommended in the report of the

Select Committee of 1898, and did not secure to the public the advantages which they had been led to expect ; and he was asked to receive a deputation from the Council who would lay before him reasons why he should not ratify any agreement which would prevent an early reconsideration and reduction of the proposed excessive charges. The Postmaster-General consented to receive the deputation, which waited upon him and Mr. Austen Chamberlain, M.P., on 6th December, 1901. The Postmaster-General, in reply, stated that the agreement had already been entered into between the Post Office and the National Telephone Company, under which intercommunication would be established between the respective systems of the Post Office and the company, and fixing the rates of subscription, but that these would be subject to revision in the early part of 1905.

The City Corporation at the end of November, 1901, convened a conference of representatives of the local authorities within the London telephone area, with reference to the rate of subscription fixed by the agreement between the Post Office and the National Telephone Company; and three representatives were appointed by the Council. The first meeting of the conference was held on 23rd December, 1901, at the Guildhall, when it was decided to address communications to the Prime Minister, the First Lord of the Treasury, the Chancellor of the Exchequer, and the Postmaster-General, expressing dissatisfaction at the new telephone arrangements and charges, as well as at the terms of the agreement. A further meeting was held on 13th January, 1902, when replies were considered from those Ministers to whom the previous resolutions of the conference had been forwarded. As those replies were not considered satisfactory, the Lord Mayor was asked to bring before the House of Commons, in the form of an amendment to the address in reply to the Speech from the Throne, the question of the agreement with the National Telephone Company. An amendment to the address was accordingly moved in the House of Commons on 27th January, 1902, by Sir Joseph Dimsdale (the Lord Mayor), and seconded by Mr. Lough. Mr. Austen Chamberlain, replying for the Government, defended the agreement entered into between the Post Office and the National Telephone Company, and stated that the results of the working of that agreement should be reviewed from time to time in order that the Post Office might be able to reconsider its position should it be felt to be necessary ; but he thought that an immediate inquiry would be profitless. He further stated that when the system should have been long enough in force for the collection of *data* on the subject, the Government would yield an inquiry, and that under any circumstances inquiry should take place from year to year, and that the Postmaster-General would report to Parliament on the working of the system, and the House would have full information. The amendment was rejected, and there does not appear to be any prospect of an immediate reconsideration of the terms of the Post Office agreement, such as the Council had hoped for, and the necessity for which was recognised with such general unanimity at the conference referred to above, but the matter will shortly be again under the consideration of the Committee.

LONDON OVERHEAD WIRES ACT, 1891.

The Council has power under the London Overhead Wires Act, which it obtained in 1891, to make and vary by-laws with respect to (a) the identification of overhead wires by registration or otherwise; (b) the regulation of wires; (c) the strength of the materials to be employed in placing, maintaining and supporting wires; and (d) the removal of wires erected or placed otherwise than in accordance with such by-laws, and of disused wires; and by such by-laws to fix and determine the penalties to be imposed on the company or person failing to comply with any of the provisions of the Act.

By-laws have been made by the Council and are now in force. The general administration of the Act and the enforcement of the by-laws devolve upon the local authorities, *i.e.*, within the City of London the City Corporation, and in the County of London the metropolitan borough councils, except as regards any street, road, embankment, bridge, park, garden or open space vested in the Council, where the Council is itself the local authority. Under the by-laws companies and others owning overhead wires in London are required to supply to the Council full particulars of such wires. The compilation of this information is being proceeded with.

CANALS PROTECTION (LONDON) ACT, 1898.

The Canals Protection (London) Act, 1898, authorises the Council, the City Corporation and the metropolitan borough councils to require canal companies to make proper arrangements where necessary for the protection of dangerous and exposed places on the canals passing through the county. A right of appeal by the company to a court of summary jurisdiction is given by the Act. In default of the company carrying out any works that may be declared to be necessary, the Council or other authority acting in the matter may execute such works and recover the costs from the company. When the Act was passed the Council drew the attention of the local authorities to its provisions, as the matters dealt with appeared to be of a character more likely to come under their immediate notice.

In consequence of several complaints having been received with regard to the fencing of certain of the canals in London, communications were addressed to the various local authorities with a view to ascertaining whether any further steps were necessary to carry out the provisions of the Act, and the replies are under consideration.

LONDON HYDRAULIC POWER COMPANY'S WORKS.

The London Hydraulic Power Company, under the Wharves and Warehouses Steam Power and Hydraulic Pressure Company's Act, 1871, had power to carry out its works in a portion of

the County of London. This limited area was extended to the whole county by a further Act obtained by the company in 1884, under which Act it is necessary for the company to obtain the Council's consent to any works outside the City area beyond those carried out in an area specified in that Act. This power is vested in the Council with special reference to the protection of the Council's sewers and drains. The consent of the local authorities (the City Corporation and the metropolitan borough councils) has also to be obtained to works proposed by the company. By section 13 of the company's Act of 1893 it is provided that the company shall, if required by the Council, supply copies of any maps, plans or sections in its possession showing any mains or pipes laid down.

During the year 1903-4, 44 applications were received from the company and after examination, consent was given in each case.

LOCOMOTIVES ACTS.

Under the Locomotive Acts, 1861, 1865, 1878, and 1898, it is the duty of the Council to license locomotives in the County of London. The object of the Acts is to control and regulate the use of locomotives, which are regarded as a kind of traffic requiring special precautions to be taken, with a view to providing for the safety of bridges and ordinary traffic. The Locomotives Act, 1898, which came into force on 1st January, 1899, effected great changes in the law on the subject. The by-laws made by the Council on 18th November, 1890, under the Highways and Locomotives (Amendment) Act, 1878, expired on 2nd August, 1899, with the exception of those relating to bridges, which remain in force under section 18 (2) of the Act of 1898. By-laws under the new Act have been prepared to take the place of those previously in force with a view to prohibiting or restricting the use of locomotives in certain thoroughfares, and the draft by-laws are under the consideration of the Council.

Licences are issued pursuant to the terms of the Act, and the Council has decided to charge the maximum fees allowed under it. The fees charged are as follows—£10 for a full yearly licence for a locomotive not exceeding 10 tons in weight, and £2 for every additional ton or part of a ton; £5 for an additional licence for a locomotive not exceeding 10 tons in weight, and £1 for each ton or part of a ton beyond that weight, when the locomotive is also licensed for another county; 2s. 6d. per day for a permit to use in the County of London a locomotive, as to which a full licence is held in respect of some other county; and 2s. 6d. as a registration fee for each steam-roller, or locomotive used for agricultural purposes, which, under the old Act, were required to be licensed. Locomotives belonging to local authorities do not require to be licensed or registered for use in their own districts.

There were 19 licences and 2 transfers granted, 9 road rollers were registered, and fees were received with regard to the daily use of locomotives in the county on 968 occasions during the year.

Proceedings were taken against nine firms for omitting to pay the fee for the daily use of their locomotives in the county, and fines amounting to £7 15s. and £6 15s. 6d. costs were imposed.

Emission of smoke, steam or vapour from locomotives.—The Council, on 13th May, 1902, called the attention of the Commissioner of Police to the danger caused by the emission of smoke, steam, or vapour from locomotives on highways, and in consequence of reports made by the Council's officers and particulars forwarded by the commissioner, proceedings have been taken during the year against the owners of 24 locomotives, and fines, amounting to £11 15s., together with £14 2s. costs, were imposed in 19 cases. In the remaining five cases the summonses were dismissed.

C. GODDARD CLARKE,
Chairman.

REPORT OF THE PUBLIC HEALTH COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—G. J. Cooper.

Vice-Chairman—H. Jephson.

Austin, E.
Bell, Sir W. J.
Blake, W. F.
Bliss, Sir H. W.

Bowerman, C. W.
Forman, E. B.
Hunter, T.
Jeffery, J.

Lawson, Peter.
Leon, A. L.
Steadman, W. C.
Straus, B. S.

Meetings of the Committee.

During the year ended 31st March, 1904, we held 27 meetings. There were also 16 meetings of sub-committees.

Duties of the Committee.

We are charged by the Council with the consideration of all matters arising under the Public Health (London) Act, 1891, and the Common Lodging-houses Acts, 1851 and 1853, or otherwise affecting the public health, which are not within the reference to any other committee.

The powers and duties of the Council which come within our reference may be briefly summarised as follows, viz.—

Public Health (London) Act, 1891.

Sanctioning the establishment anew or enlargement of offensive trades.

Annually licensing slaughterhouses, cowhouses and knackers' yards.

Enforcing the Dairies, Cowsheds and Milkshops Orders (except as regards the registration of dairymen).

Making by-laws as to offensive trades, dairies, cowsheds, milkshops, water-closets, earth-closets, privies, ash-pits, cesspools and receptacles for dung, also as to the removal or carriage of offensive matter or liquid, and the removal and disposal of refuse.

Adding to the list of infectious diseases to which the provisions of the Act apply.

Provision of a mortuary or mortuaries for unidentified dead bodies.

London County Council (General Powers) Act, 1903, (Part VIII.).

Licensing premises within the county for receiving or keeping horses for slaughter or the carcases of dead horses.

Making by-laws with respect to the mode of conveying the carcases of dead horses through and along the streets in the county.

Action in default.

Power of acting in default in cases where metropolitan borough councils fail to carry out their statutory duties, including the enforcement of by-laws made by the Council. *Public Health (London), Act, 1891, section 100 and 101, London Government Act, 1899, schedule II. part I, London County Council (General Powers) Act, 1902, section 44, London County Council (General Powers) Act, 1903, section 55.*

Metropolis Management Acts, 1855 and 1899.

Making by-laws as to the construction of drains and their maintenance in a proper state of repair, and the deposit of plans of drainage work with the sanitary authority of the district.

Common Lodging-houses Acts, 1851 and 1853, and the London County Council (General Powers) Act, 1902 (Part IX.).

Inspecting and annually licensing common lodging-houses, making and enforcing by-laws respecting these premises, and otherwise giving effect to the provisions of the Acts.

Merchant Shipping Act, 1894.

Making and enforcing by-laws with regard to the licensing, inspection and sanitary condition of seamen's lodging-houses, and the exclusion from licensed houses of persons of improper character.

Midwives Act, 1902.

General supervision over all midwives practising within the county, investigating charges of malpractice, negligence or misconduct, suspending midwives from practice, keeping accessible for public inspection a current copy of the roll of midwives, reporting to Central Midwives Board, power to take proceedings in respect of offences punishable on summary conviction.

Expenditure.

There was no expenditure on capital account. The net disbursements on maintenance account amounted to £100,412 6s. 5d. as follows—

				<i>Expenditure.</i>			<i>Receipts.</i>		
				£	s.	d.	£	s.	d.
1. Offensive trades and dairies	...	...	...	1,416	4	2	156	15	—
2. Public Health (London) Act, 1891—									
(i.) Chargeable on General County									
Rate...	...	...	—				
(ii.) Chargeable on Special County									
Rate...	...	...	£442 3 11						
3. Common lodging-houses—Supervision	...	...		442	3	11	—		
4. General incidentals and printing...	...	...		4,469	18	5	27	2	—
				291	1	8	—		
*5. Sanitary officers of sanitary authorities—Moiety of salaries	...	...	...	35,782	17	1	—		
*6. Public vaccinators, payments to	...	...	...	2,877	19	—	—		
*7. Registrars of births and deaths—Grants to guardians	...	...	...	621	—	—	—		
*8. Poor-law medical expenses—Grants to guardians	...	...	...	54,784	17	1	—		
9. Precautionary measures against plague	...	...	...	123	6	6	273	—	1
10. Precautionary measures against smallpox	...	...	...	59	15	8	—		
				100,869	3	6	456	17	1
Net expenditure	...	...	...	£100,412	6	5			

* NOTE.—The Council has no control over the expenditure incurred in these services, the amounts paid being of the nature of grants in aid of local rates and being made on the certificate of the Local Government Board.

Infectious diseases.

Returns of notified cases of infectious diseases in London are supplied weekly to the Council by the Metropolitan Asylums Board, and from these returns statistics are compiled by the medical officer which are forwarded to the Registrar-General for inclusion in his weekly returns of births, deaths and marriages. If it appears during the course of examination of these returns of notified cases that there is exceptional prevalence of disease involving more than one district, inquiries are instituted, and the results of these inquiries, as well as of the tabulation and study of the returns, are shown in the annual report of the Council's medical officer of health, which is published with a special report of the Public Health Committee of the Council.

Smallpox and chicken-pox.

During the 52 weeks ended 2nd April, 1904, 559 cases of smallpox were notified in London as compared with 3,361 during the year ended 31st March, 1903, and 6,170 during the year ended 31st March, 1902. It will thus be seen that, although the severe epidemic with which London was visited in the last few months of 1901 and the early part of 1902 was practically at an end at the close of August, 1902, a number of cases have since been notified from time to time.

The Council has continued its efforts to prevent the spread of the disease in common lodging-houses and seamen's lodging-houses, and, when requisite, such houses have been visited daily by a medical expert specially employed for the purpose. In some instances it has been necessary for the Council, as on past occasions, to pay for the board and lodging of destitute occupants of such houses who had been in contact with cases of the disease, this course being taken in order that these "contacts" might be kept under observation.

Out of the 559 cases notified, only 70 occurred in common lodging-houses and seamen's lodging-houses, or were directly traceable to the inmates of such houses.

The Council has also continued the arrangement made in 1901, whereby it receives information from the medical officers of health of the several sanitary districts, stating, *inter alia*, the place of occupation of each person attacked by the disease, and the names and addresses of all persons known to have been in contact with the same, and supplies this information to all the medical officers of health in the county, so that each is at once put into possession of all available particulars as to cases occurring in other boroughs but affecting his own particular district.

In the second week in March, 1904, the number of cases of smallpox notified in London rose from 7 to 24, and 23 further cases were notified in the succeeding week. In these circumstances we considered it essential that the Council should make every possible effort to check the extension of the disease, and with this object we recommended the Council on 29th March, to again make chicken-pox a notifiable disease for a period of four months, and to employ medical experts who had large experience of smallpox, and who could be called in by medical practitioners to advise upon doubtful cases of chicken-pox, with a view to the early detection and isolation of cases of smallpox. The Council adopted our recommendation, and Mr. S. Bingham, formerly medical superintendent of one of the smallpox hospitals of the Metropolitan Asylums Board, and Mr. W. McC. Wanklyn, late smallpox referee to the Metropolitan Asylums Board and medical superintendent of the River Ambulance Service, were retained by the Council as experts for the purpose.

Measles.

With a view to assisting sanitary authorities in dealing more successfully with outbreaks of measles, and in order to impress on parents and guardians of children, especially among the poorer classes, the dangers which result from the neglect of proper precautions, the Council on 20th January, 1903, made an order extending to that disease the provisions of sections 60, 61, 62, 63, 64, 65, 68, 69, 70, 72, 73 and 74 of the Public Health (London) Act, 1891, with respect to dangerous infectious diseases from and including 1st April, 1903. These sections do not include the notification section (No. 55), but they contain provisions enabling sanitary authorities to require the disinfection of infected premises and articles and to prohibit the exposure of infected persons and other practices likely to cause the spread of the disease.

The order was confirmed by the Local Government Board and the provisions of the statute with regard to its publication were complied with.

The order has not been in operation for a sufficiently long period to enable us to report as to the action of sanitary authorities thereunder, but the matter will be considered when the annual reports of these bodies for the year 1903 have been received.

We are glad to state that the Metropolitan Asylums Board have, at our suggestion, agreed to allow the use of their ambulances for the free conveyance of persons suffering from measles who are not in a position to pay the ordinary charge for the hire of an ambulance.

Precautionary measures against plague in London.

Having regard to the appearance of cases of plague in Glasgow in the summer of 1900, it was thought desirable that precautionary measures should be taken against the disease in London, and, at the suggestion of the Local Government Board, the Council undertook to make arrangements for the accommodation of persons who should come into contact with cases of that disease in London. These arrangements include the fitting up of vacant premises in the Council's possession for use as isolation homes for "plague contacts," and also the making of agreements with keepers of common lodging-houses, under which, in consideration of the payment of a small retaining fee, they would give the Council the option of obtaining possession of their premises at short notice, and of using them as isolation homes for "contacts" upon payment of a weekly rent.

The Council, on our recommendation, has continued an arrangement with Mr. James Cantlie, under which he undertakes either to be present himself or, in the event of his absence,

to arrange for the presence of some other plague expert to visit any suspected case of plague which may arise in London.

Fortunately, although a few suspected cases have been investigated, none of them have proved to be plague, and after correspondence with the Local Government Board as to the necessity for maintaining the accommodation provided by the Council, we have decided not to renew the agreements with keepers of common lodging-houses and only to retain one of the isolation homes which will accommodate 54 persons. Vacant property is, however, from time to time coming into possession of the Council, and there would be no difficulty, should the circumstances require it, in increasing this accommodation at very short notice. Nor do we anticipate that any difficulty would arise in renewing the agreements with keepers of common lodging-houses, or, at any rate, with some of them, should the necessity arise.

The efficiency of the arrangements made for dealing with any cases which may occur was shown by the following circumstances. On the morning of Saturday, 26th December, 1903, the medical officer received information from the medical officer of the Local Government Board that two Chinamen had died, after a short illness, in the Seamen's Hospital, Greenwich, from pneumonia, giving rise to the suspicion of plague. When this news was received the Council's offices were closed, the day being a public holiday. Arrangements were at once made for the removal of persons who might have come in contact with cases of plague, and the rooms in the Council's home for such "contacts" in Gray's-inn-road were got ready for use. A detailed inspection was made of all the premises in Limehouse and Poplar known to be used by Chinese sailors; all the men present in such houses were inspected, and information was obtained from the inmates regarding the history of the two men who had died in hospital. Only two cases of sickness were found, and both these patients were examined by Mr. Cantlie, who was satisfied from the clinical symptoms that there was no question of plague in either of the cases. The inmates of all these houses were kept under inspection for the next few days, but no further cases of sickness were found.

The results of the inspection and the histories of the two men who had died were forwarded to the medical officer of the Local Government Board, and at a later date information was received from the Board to the effect that the result of bacteriological examination of material from these two cases showed that they had probably died of influenza.

The Local Government Board sent a letter to the Council expressing the President's appreciation of its prompt action in the matter and of the efficient working of the machinery for dealing with cases of this nature.

Sewage-contaminated shellfish.

We have from time to time reported to the Council on the subject of cases of enteric fever due to the consumption of oysters and other shellfish which had been subject to sewage contamination, and on 3rd February, 1903, the Council decided to address a letter to the Local Government Board, expressing its hope that the Board would, as soon as possible, take steps to obtain an amendment of the law, so as to prohibit under heavy penalties the laying down of all edible forms of shellfish in sewage-polluted creeks or other dangerous localities, and the sale of such shellfish for human consumption, and so that all unpolluted layings, fattening beds and storage ponds at present in use might be protected from pollution by sewage by any person or sanitary authority.

The Royal Commission on Sewage Disposal, who were appointed in 1898 to inquire and report what methods of treating and disposing of sewage (including any liquid from any factory or manufacturing process) might properly be adopted, extended their inquiries to the pollution of tidal waters, with special reference to contamination of shellfish, and their fourth report, which deals with this matter, was issued in January, 1904. After hearing a number of witnesses, among whom was the Council's medical officer, on the extent to which shellfish contributed to the spread of enteric fever, and as to the administrative measures which were desirable with the object of preventing the distribution and sale of dangerous shellfish, the Commission stated that they were satisfied that a considerable number of cases of enteric fever and other illness were caused by the consumption of shellfish which had been exposed to sewage contamination, and that there could be no doubt that the evil was sufficiently grave to demand a remedy.

The Commission further stated that they were strongly of opinion that the only way in which this evil could be effectively dealt with was by placing tidal waters under the jurisdiction of some competent authority, and conferring on that authority power to prevent the taking of shellfish for human consumption from any position in which they are liable to risk of dangerous contamination, and to enforce restrictions as regards pollution, and as regards waters, foreshores, pits, ponds, beds and layings in which shellfish are fattened or stored as and when required.

As regards the authority which should be charged with the duty mentioned, the Commission referred to their previous report recommending the formation of Rivers Boards consisting of joint committees of county councils and a central authority which should be a new department of the Local Government Board. In order to enable the Rivers Boards to deal with shellfish, the Commission expressed the view that the jurisdiction of these boards should be extended to tidal waters for public health purposes.

In dealing with the procedure to be adopted by the controlling authorities one of the recommendations of the Commission was that the Rivers Board should register, for a definite or for an indefinite period and subject to revocation or suspension, as explained later, all beds, layings, ponds, pits or other storage places from which, in their opinion, shellfish might properly be taken for human consumption. As regards foreshores and waters which are not owned by private persons, and from which shellfish are taken, the Commission stated that registration would

not be suitable. In these cases they recommended that the Rivers Board should define the areas from or within which, in their opinion, shellfish might not safely be taken for human consumption.

The Commission also urged that all sale of shellfish for human consumption from places not so registered, or from prohibited areas of foreshores or waters, should be illegal; and, further, that all shellfish about to be placed on the market should not, within a period of six weeks immediately preceding offer for sale for human consumption, have been gathered from an unregistered bed, laying pond, pit or other storage place, or from a prohibited area. This was intended to apply to home-grown shellfish.

The report also contained special recommendations with regard to the temporary closing of foreshores, beds, layings, ponds, etc., treatment of sewage in certain cases before its discharge into tidal waters, restrictions as to the construction of new sewage outfalls and drains into such waters, and appeals to the central authority against orders of the Rivers Boards.

As regards the closing of beds, layings, etc., the Commission stated that in their opinion the first step should be to deal with those foreshores, pits, ponds, beds or layings of which the pollution was obvious and indisputable. Action in regard to the more doubtful cases should be deferred until more complete and exact knowledge had been obtained.

Special recommendations were made with regard to the importation and sale of foreign shellfish.

We reported to the Council on 2nd February, 1904, on the report of the Commission, and the Council decided to address a letter to the Local Government Board urging the necessity for immediate legislation to prevent the sale of shellfish from sources contaminated by sewage, and expressing the Council's hope that the Government would introduce a bill in the following session of Parliament to give effect to the recommendations on this subject contained in the fourth report of the Royal Commission on Sewage Disposal.

Sewage-polluted watercress.

On several occasions our attention has been directed to the pollution of watercress beds in London, and in 1900 we instructed the Council's medical officer of health to report on the subject. He found at the time that only four beds were in existence within the county, and samples of water supplying these beds were taken and examined by the chemist, with the result that all the samples from three of these beds were found to be objectionable. We communicated with the sanitary authorities concerned and action was taken in the matter. It must, however, be borne in mind that the great bulk of watercress consumed in London is supplied from sources outside the county, and having regard to the very serious nature of a report by the medical officer of Hackney as to an outbreak of enteric fever associated with the consumption of sewage-polluted watercress, we submitted to the Council on 18th December, 1903, a recommendation that further inquiries should be made by the Council's medical officer as to watercress beds in London, and that so far as practicable the inquiries should be extended to beds outside the county. This recommendation was adopted by the Council, and the inquiry is now in progress.

Most of the watercress referred to by the medical officer of Hackney was found to have been purchased from street-hawkers. Seventeen samples of watercress and one sample of water were bacteriologically examined, and all these samples were found to be polluted with organisms from the human intestine, the sample of water containing 50 of such organisms to each cubic centimetre. Six samples of watercress and the sample of water came from watercress beds in West Ham, which were examined and were found to be fed by almost undiluted sewage.

Army blankets and typhoid fever.

Having regard to the statements which had appeared in the public press respecting the distribution of army blankets infected with typhoid fever, the medical officer of health on 23rd May, 1903, addressed a circular letter to the medical officers of health of twenty of the metropolitan boroughs in which he had reason to believe that such blankets had been distributed, and asked them for any information they could afford him on the subject. He received replies in respect of nineteen districts, in one of which (Finsbury) it was found that no blankets had been distributed. In five cases there was no evidence of staining, and in ten cases the blankets were found stained or partly stained. In two districts bacteriological examinations were made but no typhoid bacilli were found. In 16 instances the blankets had been sold and used or intended to be used, and in the remaining instances it was not clear whether they had been used or not. In 17 cases disinfection had been carried out. No case of enteric fever has been reported in connection with the blankets.

Manufacture of aerated waters.

On 3rd October, 1902, a letter was addressed to the Council by the secretary of the Mineral Water Bottle Exchange and Trade Protection Society, Limited, stating that in populous districts aerated and mineral waters are, in many instances, manufactured under insanitary conditions, pointing out that in New York this manufacture has been placed entirely under the control of the Board of Health, from whom a licence or permit has to be obtained before aerated or mineral waters can be manufactured, and suggesting the desirability of the Council taking action in the matter. We gave instructions that a number of premises upon which aerated waters are manufactured should be inspected, and this duty was undertaken by Dr. Hamer. His report was published in June, 1903.

Dr. Hamer was led to the conclusion that it was desirable that the manufacture of aerated water in London should be regulated in the interests of the health of the consumer, mainly for the following reasons. In the first place Dr. Hamer pointed out that the quantity of aerated water sold in London was very large. In his opinion there was reason for assuming that the amount of aerated water now consumed was at least a third, and it might be nearly half, as large as that of water used for drinking purposes in the form of cold water by the London population. While

aerated water was thus largely employed as a beverage, inspection of numerous premises showed that there were many possible sources of pollution of the water during the process of manufacture, and that in particular instances risk of contamination was not adequately guarded against.

It appeared to us, as the result of Dr. Hamer's inquiry, that there would be advantage in regulating, in the interest of the consumer, the conditions under which aerated waters are manufactured. With this object we recommended the Council on 23rd June, 1903, to ask the Local Government Board to promote legislation on the subject. The Council adopted our recommendation, and a copy of our report was sent to the Local Government Board with an expression of the opinion of the Council that it was desirable that legislation should be promoted in order to enable sanitary authorities to register makers of aerated waters, to inspect premises upon which aerated waters are manufactured, and to prevent the manufacture of such waters under conditions likely to give rise to contamination.

Sanitary officers.

In each of the metropolitan boroughs medical officers of health have been appointed, a moiety of whose salaries is paid by the Council under the provisions of the Public Health (London) Act, 1891. It is also the duty of the Council to pay a moiety of the salaries of sanitary inspectors appointed under the Act.

The number of sanitary inspectors in London, as indicated by the latest return of the medical officer, which is dated March, 1903, is shown by the following table—

Metropolitan boroughs.	Number of sanitary inspectors.		Increase (+) or decrease (—) in 1903 compared with 1901.	Metropolitan boroughs.	Number of sanitary inspectors.		Increase (+) or decrease (—) in 1903 compared with 1901.
	1901.	1903.			1901.	1903.	
Battersea ...	9	11	+ 2	Lewisham ...	6	8	+ 2
Bermondsey ...	† 7	9	+ 2	Paddington ...	† 6	12	+ 6
Bethnal-green ...	\$11	9	— 2	Poplar ...	8	8	—
Camberwell ...	12	14	+ 2	St. Marylebone ...	7	† 8	+ 1
Chelsea ...	4	4	—	St. Pancras ...	14	16	+ 2
Deptford ...	5	7	+ 2	Shoreditch ...	6	6	—
Finsbury ...	7	9	+ 2	Southwark ...	‡18	17	— 1
Fulham ...	6	6	—	Stepney ...	17	18	+ 1
Greenwich ...	5	†† 7	+ 2	Stoke Newington ...	2	3	+ 1
Hackney ...	†15	14	— 1	Wandsworth ...	13	§§11	— 2
Hammersmith ...	8	9	+ 1	Westminster, City of	11	11	—
Hampstead ...	5	7	+ 2	Woolwich ...	8	9	+ 1
Holborn ...	* 5	5	—	City of London ...	||14	||17	+ 3
Islington ...	‡20	20	—				
Kensington ...	13	13	—				
Lambeth ...	13	13	—	London...	275	301	+ 26

Several previous reports of a similar nature have been published, from which it appears that the number of inspectors has increased from 188 in 1893 to 301 in 1903. Twenty of these 301 inspectors are women, an increase of nine since the return for 1901 was published.

We are considering the adequacy of the staffs of the various districts, especially in connection with the question of the supervision of houses let in lodgings, which will be referred to in a subsequent paragraph of this report.

The duties of sanitary inspectors are regulated by a general order of the Local Government Board made under section 108 of the Public Health (London) Act, 1891, and the Council is required to pay one-half of the salaries of sanitary inspectors performing duties defined by the order. It appeared from inquiries made by our direction that in several districts sanitary inspectors were performing duties in relation to the original construction of drainage works although such duties were not among those prescribed by the Order. We communicated with the authorities concerned, pointing out that the Council could not pay a moiety of the salary of any officer in respect of this particular duty, the result being that the salaries were apportioned and the claims amended.

Houses let in lodgings.

It appears to us to be of the greatest importance to the public health of London that the sanitary authorities should efficiently discharge the duties imposed upon them by section 94 of the Public Health (London) Act, 1891, with regard to the registration and regulation of houses let in lodgings. We have for many years been pressing these authorities to make larger use of the powers conferred upon them for this purpose, and the returns submitted by the medical officer show that some progress has been made, but in several districts the number of houses registered under the by-laws is still very small. Moreover, a large number of the by-laws contain exemption clauses which militate against their usefulness and which we have been advised by eminent counsel are illegal. The Local Government Board, however, do not take this view, but we think the matter is one which should be authoritatively determined in a court of law, and we have under consideration the question of the steps which might be taken by the Council with that object. We observed that decisions were given on 3rd February, 1904, by the High Court (King's Bench Division) to the effect that certain by-laws as to the cleansing of houses let in lodgings were invalid, as they did not provide for notice to be given before action was taken. We reported to

* Including one vacancy and one temporary inspector.

† Including one vacancy.

‡ Including seven meat inspectors.

§§ There are also five inspectors concerned with drains and sanitary fittings in old and new houses; these officers are under the direction and control of the surveyors.

† Including one temporary inspector.

§ Including three vacancies.

†† Including two temporary inspectors.

the Council on 1st March, 1904, particulars of these cases, and pointed out the necessity for steps being taken at once by the borough councils concerned in order to remove the defect from the by-laws. The Council accordingly decided to communicate with these authorities as well as with the Local Government Board. It will no doubt be necessary for new by-laws to be made by a number of borough councils, and we hope in this connection an opportunity may arise for determining the question of the illegality of exemption clauses.

By-laws as to the drainage of buildings.

On 30th October, 1900, the Council made by-laws under section 202 of the Metropolis Management Act, 1855, for regulating the dimensions, form and mode of construction and the keeping, cleansing and repairing of the pipes, drains and other means of communicating with sewers and the traps and apparatus connected therewith. The by-laws were confirmed by the Local Government Board and came into operation in June, 1901.

By-laws have also been made by the Council under the Metropolis Management Amendments (By-laws) Act, 1899, requiring the deposit with the sanitary authorities of plans and sections of proposed drainage works. These by-laws were approved by the Local Government Board and came into operation in August, 1903.

It is the duty of the metropolitan borough councils to enforce the provisions of the by-laws above referred to.

By-laws under the Public Health (London) Act, 1891.

In June, 1893, by-laws were made by the Council under sections 16 and 39 of the Public Health (London) Act, 1891. The by-laws under section 16 relate to the removal or carriage of offensive matter or liquid, the closing and filling up of cesspools and privies, and the removal and disposal of refuse; and those under section 39 relate to water-closets, earth-closets, privies, ash-pits, cesspools, and receptacles for dung, and the proper accessories thereof in connection with buildings. The Act places upon the metropolitan borough councils the duty of seeing that the provisions of the by-laws are duly observed.

A decision was given on 9th December, 1903, by the High Court (King's Bench Division) to the effect that by-law No. 26 made by the Council under section 39 of the Act in relation to the number of water-closets in proportion to the number of inmates of lodging-houses was invalid, as it did not provide for notice to be given before action was taken. Under the advice of the solicitor we proposed to add a proviso to the by-law to the effect that notice should be given by the sanitary authority, and that a penalty should only be recoverable if the person on whom the notice had been served should have failed to comply therewith. We proposed at the same time to take the opportunity of making certain other amendments in the by-law, and the Council on 16th February, 1904, on our recommendation, decided to send a copy of the by-law, as proposed to be amended, to the sanitary authorities for their observations.

By-laws as to the conveyance of dead horses through the streets.

Section 54 of the London County Council (General Powers) Act, 1903, empowers the Council to make, vary and amend by-laws with respect to the mode of conveying the carcasses of dead horses through and along public streets in the county.

We have prepared a draft by-law under this section, and the Council on 16th February, 1904, decided to send a copy of the draft to each of the metropolitan borough councils for their observations, as it will be the duty of these authorities to enforce the provisions of the by-law when in operation.

Enforcement of the Sale of Food and Drugs Acts.

A question having been raised in Parliament as to the adequacy of the steps taken by the various authorities for the enforcement of the Sale of Food and Drugs Acts, particularly in relation to the adulteration of milk in London, we instructed the medical officer to report as to the working of these Acts in London for the years 1900-2 and in certain large towns of England for the year 1902. It is the duty of the City Corporation and metropolitan borough councils to enforce these Acts in London, and the Council has no jurisdiction thereunder.

It appears from the medical officer's report that there are great differences between the extent to which the provisions of the Acts are carried out in the several London districts, and, in respect of milk, it will be noted that in St. Pancras and Lambeth, in which large railway stations are situated, fewer samples are purchased, in proportion to the resident population, than the average of London generally.

The proportion of total and milk samples found to be adulterated in the large towns during the year 1902 was as follows—

Town.	Total samples.	Milk samples.	Town.	Total samples.	Milk samples.
	per cent.	per cent.		per cent.	per cent.
Birmingham ...	10·7	19·9	Bristol ..	5·1	12·7
Liverpool ...	9·8	10·3	Sheffield ...	8·7	8·2
Manchester ...	3·4	2·5	Nottingham...	7·7	14·0
Bradford ...	13·4	0·9	Salford ...	2·9	4·0
West Ham ...	13·3	15·4	Leicester ...	5·9	7·8
Leeds ...	19·1	17·6	Newcastle ...	8·5	30·0
Hull ...	2·6	3·5			

London, therefore, in point of proportion of samples adulterated during the year 1902 was exceeded by Bradford, West Ham and Leeds; and by Birmingham, Leeds and Newcastle in respect of milk samples.

Comparison may be made between the metropolitan boroughs in respect of adulteration in 1902 by reference to the following table—

Metropolitan borough.	Estimated population, 1902.	Total samples.			Milk samples.			No. of milk samples per cent. of total samples.
		Examined.	Adulterated.	Per cent.	Examined.	Adulterated.	Per cent.	
Battersea	171,401	526	62	11·8	157	28	17·8	29·8
Bermondsey	130,218	759	63	8·3	389	31	8·0	51·3
Bethnal-green	129,865	392	51	13·0	205	33	16·1	52·3
Camberwell	262,775	809	108	13·3	318	39	12·3	39·3
Chelsea	74,018	172	18	10·5	94	11	11·7	54·7
Deptford	111,577	300	34	11·3	157	16	10·2	52·3
Finsbury	100,487	556	81	14·6	274	58	21·2	46·3
Fulham	143,102	353	25	7·1	148	21	14·2	41·9
Greenwich	98,013	211	33	15·6	134	23	17·2	63·5
Hackney	221,926	600	143	23·8	310	103	33·2	51·7
Hammersmith	114,210	397	24	6·0	139	7	5·0	35·0
Hampstead	83,743	315	17	5·4	67	3	4·5	21·3
Holborn	58,535	402	45	11·2	177	28	15·8	44·0
Islington	337,270	932	124	13·3	587	55	9·4	63·0
Kensington	177,605	500	43	8·6	206	23	11·2	41·2
Lambeth	305,102	704	52	7·4	310	24	7·7	44·0
Lewisham	132,432	458	68	14·8	231	46	19·9	50·4
London (City)	25,598	1,250	110	8·8	605	80	13·2	48·4
Paddington	145,107	529	46	8·7	320	35	10·9	60·5
Poplar	169,214	369	57	15·4	151	34	22·5	40·9
St. Marylebone	132,145	565	22	3·9	202	14	6·9	35·8
St. Pancras	235,521	507	105	20·7	262	84	32·1	51·7
Shoreditch	118,004	281	71	25·3	154	46	29·9	54·8
Southwark	206,825	1,935	233	12·0	1,057	170	16·1	54·6
Stepney	300,551	1,187	260	21·9	550	167	30·4	46·3
Stoke Newington	51,700	118	15	12·7	44	8	18·2	37·3
Wandsworth	241,810	584	51	8·7	215	23	10·7	36·8
Westminster	180,800	1,102	166	9·2	574	86	15·0	31·9
Woolwich	119,556	508	21	4·1	374	18	4·8	73·6
London...	4,579,110	18,021	2,148	11·9	8,411	1,314	15·6	46·7

The Council, on our recommendation, decided, on 9th February, 1904, to take the necessary steps with a view to promoting, in the session of 1905, legislation to enable the Council, as the authority dealing with the whole county, to secure at its own expense the analysis of samples of milk arriving at railway stations in London and subsequently distributed in the county, and also to enable the Council, as the central authority, to ensure that the Sale of Food and Drugs Acts should be administered on a sufficiently comprehensive scale in each sanitary district within the county.

Physical condition of the population of the County of London.

The Council on 26th January, 1904, resolved, on the motion of Mr. Jephson, that it be an instruction to the Public Health Committee to inquire and report whether there are any grounds for considering that the population of the County of London has in recent years deteriorated physically, and, if so, what are the causes of such deterioration, and whether any remedies can be suggested.

We have referred this important question to the medical officer for report, but have arranged for the submission of his report to be deferred until the committee appointed by the Lord President of the Council to inquire into allegations concerning the physical deterioration of certain classes of the population have submitted their report, which we understand will shortly be issued.

Conference on the administration of the Public Health (London) Act, 1891.

The Council on 6th October, 1903, on the motion of Mr. MacDonald, resolved "that in view of the different standards of thoroughness adopted by the various medical officers of health in London in their administration of the Public Health Act, it be an instruction to the Public Health Committee to consider as to convening a conference of representatives and medical officers from the metropolitan boroughs to consider the advisability of a more uniform administration."

We have referred the Council's resolution to a sub-committee for report, and they are considering the questions which might with advantage be discussed at the proposed conference, and the arrangements which it would be desirable to make in connection therewith.

Underground rooms in St. Pancras.

As the result of inquiries which we caused to be instituted with regard to the existence of underground rooms separately occupied in contravention of the provisions of section 96 of the Public Health (London) Act, 1891, our attention was called to a large number of illegally occupied underground rooms in the Metropolitan Borough of St. Pancras. We communicated with the borough council on the subject, but it expressed reluctance to strictly enforce the provisions of the section owing to the dearth of other dwelling accommodation in the district. We, however, felt that this was not a sufficient reason to justify the borough council in allowing the law to be contravened. Inquiry by the Council's medical officer of health showed that over 400 tenements in the borough, affording accommodation for more than 1,000 persons, were occupied separately although they contravened the provisions of the law relating to underground rooms beginning to

be occupied after 1855. We pressed the borough council to give instruction for section 96 of the Act to be enforced, and it decided to have an inspection of the district made by its medical officer. He stated that, as regards underground rooms not complying with the requisites of the Act of 1855, there were 640 rooms in which the conditions were practically irremediable, and he suggested that these rooms should be dealt with consecutively and at intervals "so as to avoid the serious effects of suddenly displacing a large population."

The first set of notices, dealing with 50 houses, was served by the borough council on 7th August, 1903, and since that date the borough council has decided to serve further notices as follows—on 16th December, 58; on 13th January, 27; and on 2nd March, 90; making 225 in all. We understand that it is proposed to serve further notices at intervals so that all the houses which are illegally occupied will be dealt with by the end of the summer of 1904.

Proposals for legislation in the session of 1904.

We reported on 23rd June, 1903, on several questions on which we thought it desirable that the Council should promote legislation in the session of 1904, and the Council gave the necessary instructions to the Parliamentary Committee for that purpose. The powers which the Council decided to seek were—

(1) To enable sanitary authorities (a) to require the cleansing or destruction of articles of clothing which are in a filthy, dangerous or unwholesome condition; (b) to require the owners of premises to strip the walls and cleanse any room or rooms infested with vermin, and to enable owners to recover the cost of the work from tenants in certain cases; (c) to require the reconstruction or removal of urinals or other conveniences opening on to streets and constructed before the passing of the Public Health (London) Act, 1891, and so placed as to be a nuisance or offensive to public decency; (d) to require the removal of fixed dust receptacles after movable receptacles have been provided; (e) to examine premises on which food is prepared for sale, and to require the removal of conditions likely to give rise to contamination.

(2) To enable the Council to make by-laws to be enforced by sanitary authorities requiring the paving of stables with impervious material.

(3) To amend Part VIII. of the London County Council (General Powers) Act, 1902, so as to make penalties against ice-cream manufacturers and vendors payable to the metropolitan borough councils.

(4) To prohibit the sorting and sifting of house refuse by hand in London.

(5) To amend Part IX. of the London County Council (General Powers) Act, 1902, so as to provide that licences to keepers of common lodging-houses shall expire on such day in each year as the Council fixes, and that when a licence is first granted it shall expire on the day so fixed which secondly occurs after the grant of the licence.

The Council decided to communicate with the metropolitan borough councils on the subject of the proposed legislation, and after their suggestions had been considered clauses were inserted in the General Powers Bill of 1904.

In our report on 23rd June, 1903, we also suggested that the Council should endeavour to obtain special power to expend, if necessary, a sum not exceeding £500 in any year in scientific inquiries relating to the public health in addition to the £1,000 a year which it has already power to expend in investigating subjects of general importance to the inhabitants of the county as such. The Council referred the matter to the General Purposes Committee for consideration, and it was subsequently decided to apply to Parliament for power to increase the amount of £1,000 to £2,000. A clause was accordingly inserted in the General Powers Bill of 1904 for this purpose.

In dealing with the Dairies, Cowsheds and Milkshops Order, we shall in a subsequent paragraph of this report refer to a proposal for legislation in respect of the seizure of cows affected with tuberculosis of the udder.

Midwives.

The Midwives Act, 1902, prohibits any woman after 31st March, 1905, from calling herself a midwife unless certified as the Act provides; and also prohibits any woman after 31st March, 1910, from habitually and for gain attending women in childbirth otherwise than under the direction of a qualified medical practitioner, unless she is certified under the Act.

The Act also provides for a roll of midwives to be kept by the Central Midwives Board, and contains provisions enabling existing midwives who possess certain qualifications and who on or before 31st March, 1905, claim to be certified under the Act to be so certified and admitted to the roll of midwives without the necessity of an examination by the Board.

The Council is the local supervising authority for midwives in the Administrative County of London, its powers and duties being as follows—

(1.) To exercise general supervision over all midwives practising within its area, in accordance with the rules laid down under the Act.

(2.) To investigate charges of malpractice, negligence, or misconduct on the part of any midwife practising within its area, and should a *prima facie* case be established, to report the same to the Central Midwives Board.

(3.) To suspend any midwife from practice, in accordance with the rules under this Act, if such suspension appears necessary in order to prevent the spread of infection.

(4.) To report at once to the said Board the name of any midwife practising in its area and convicted of an offence.

(5.) During the month of January of each year to supply the secretary of the Central Midwives Board with the names and addresses of all midwives who, during the preceding year, have notified their intention to practise within its area, and to keep a current copy of the roll of midwives, such roll to be accessible at all reasonable times for public inspection.

(6.) To report at once to the Central Midwives Board the death of any midwife, or any change in the name or address of any midwife, in its area, so that the necessary alteration may be made in the roll.

(7.) To give due notice to the effect of the Act, so far as practicable, to persons at present using the title of midwife.

The Council is empowered if it think fit to delegate with or without any restrictions or conditions any of its powers and duties to the metropolitan borough councils, but not to the City Corporation, which is not defined to be a borough council for the purposes of the Act. The Council on 15th December, 1903, decided to itself exercise its powers, and on 9th February, 1904, all questions arising under this Act were included in our reference, with an instruction to report forthwith whether the Council should be advised to avail itself of the provisions of the Act which enabled it to add to the Committee dealing with the Act persons, especially women, conversant with the needs of the poor. We reported on 29th March that we were considering the question of the arrangements which should be made for the administration of the Act in London, and would report later on the subject. In the meantime we thought it important that notices of the effect of the Act should as provided for in section 8 (7) be given to persons at present using the title of midwife, and the Council accordingly gave instructions for the necessary advertisements and notices to midwives to be given under this section.

Census of homeless poor.

On the night of Friday, 29th January, 1904, an attempt was, by our direction, made by the medical officer, accompanied by Dr. Hamer, assistant medical officer, and 18 inspectors of the Council's staff to obtain some estimate of the number of people in London who are homeless. By homeless is meant those people who have not the means to pay for a night's lodging in the various common lodging-houses and shelters, and are unwilling to seek the aid of the poor law authorities. These people pass the night in the street, or under archways, or in the recesses of front doors. Some enter tenement houses the front doors of which are open, and sleep on the landings or staircases, or in the waterclosets.

It was obviously impossible in any inquiry of this nature to cover the whole area of London. As a preliminary step, therefore, the Council's inspectors of common lodging-houses, some of whom are engaged in the inspection of such houses during every night of the week, were instructed to ascertain the localities and streets most frequented by persons of the class under consideration.

The result of these preliminary inquiries showed that the greater proportion of homeless people in London would be found between 1 a.m. and 5 a.m. in an area extending from Hyde-park on the west to the east end of Whitechapel-road, bounded on the north by High Holborn, Old-street, and Bethnal-green-road, and on the south by the Thames. The census was therefore limited to this area. We submitted to the Council on 1st March, 1904, a report by the medical officer stating the results of the census, from which it appeared that on the night of 29th January the Council's officers counted 1,463 men, 116 women, 46 boys, and 4 girls walking the streets, the boys and girls appearing to be under 16 years of age. They also found 100 males and 68 females asleep on staircases, in doorways and under archways, making 1,797 homeless persons. The possibility that some individuals were counted twice cannot be denied, but the medical officer expressed the belief that the amount of error due to this circumstance was comparatively small, and was probably compensated for by the exclusion of those who escaped observation.

The figures appeared to the medical officer to suggest that an estimate that one person in every 2,000 of the London population was homeless on the night in question probably approximate to the truth.

To enable the circumstances of homeless persons at night to be understood it is necessary to recollect that, until the time at which common lodging-houses close, persons of this class can very frequently find shelter in the kitchens of these houses, more particularly of those accommodating a large number of lodgers. There are some persons who, being frequent lodgers in common lodging-houses where they are known, are not always able to pay for a bed, but who nevertheless occupy the kitchen during the day. The deputy of the common lodging-house therefore does not know until closing time how many of those in the kitchen will be able to engage a bed and how many will walk out into the streets through not having the means to sleep in the house. As a result there is every night in London a large number of "turn-outs." On the night in question as many as 857 persons were thus turned out of common lodging-houses, 832 of whom were single men, 11 were single women, and 7 were married couples.

On the night of 29th January, 23,442 persons slept in common lodging-houses; 21,058 were single men, 1,517 single women, and 390 married couples. There were also 54 boys and 33 girls below 16 years of age. The homeless persons would, therefore, appear to be in proportion of something less than 10 per cent. of persons sleeping in common lodging-houses.

It may be added that on the night of 29th January the number of vacant beds in common lodging-houses amounted to 6,074, this total being made up as follows—5,365 unoccupied beds for men, 603 for women, and 53 for married couples.

The distribution of the common lodging-house population and the "turn-outs" in the several districts of London were shown in tables appended to the report of the medical officer.

Common Lodging-houses.

We have devoted very careful consideration to the measures which are necessary with a view to securing the safety of the lodgers in the event of fire at common lodging-houses in London, many of which we found on inspection to be most inadequately provided with means of escape and dangerous in other respects. As a result of the passing of the London County Council (General Powers) Act, 1902, part IX., every keeper of a common lodging-house in London is now required to obtain a licence annually from the Council, and this power has enabled us to insist on the carrying out of works necessary for the health and safety of the lodgers. The Council delegated to

us its powers under this part of the Act, and we decided to hear applications for licences in public. Our first annual licensing meeting was held on 24th and 25th June, 1903, and adjourned special meetings on 3rd July and 14th October, 1903, and 27th January, 1904. The total number of applications for licences dealt with at these meetings was 518, of which 410 were granted, 31 were refused, and 15 withdrawn. The remaining 62 were adjourned until 22nd June, 1904, in order that the works necessary to render the premises in question suitable to be licensed might be carried out.

Since the passing of the Act of 1902 the rooms in all the common lodging-houses have been remeasured, and in licensing them we have, if necessary to prevent overcrowding, reduced the number of lodgers. Fresh tickets showing the number of lodgers allowed in each room have been issued for exhibition in all licensed common lodging-houses. We have also in connection with the question of licensing paid particular attention to the arrangements which are desirable with a view to the proper separation of the sexes. Requirements dealing with sanitary matters have also been served upon the keepers in all cases where necessary, but the time at our disposal has not been sufficient to enable us to deal with the means of escape in case of fire as regards all the premises. We therefore found it necessary to endorse the licences in 294 instances, to the effect that when the premises have been inspected as regards the safety of the occupants, the Council may consider it necessary to require the licensee to execute works in order to make the premises suitable for the purpose of a common lodging-house, and may refuse to renew the licence unless or until such works shall have been executed. The remaining 66 licences did not require this endorsement, as the Council's requirements had been carried out or the premises were already provided with adequate means of escape in case of fire.

The Council can refuse to grant a licence either on the ground that the person making application is not a fit and proper person to be licensed, or that the premises are not suitable or suitably equipped for the purpose of a common lodging-house, and any person aggrieved by such refusal may appeal to a metropolitan police magistrate within 14 days of the date of such refusal. Three applicants were refused licences on the ground that they were not fit and proper persons to be licensed, and one of these appealed to a police magistrate. In this case the applicant had been previously charged with keeping a brothel, and had been bound over in a sum of £5 to further appear to answer the charge if called upon. The evidence which was placed before us convinced us that the applicant was not a fit and proper person to be licensed, but the appeal came before the same magistrate who had heard the previous charge, and he allowed the appeal. The appellant again came before us and applied for a licence for single women only, which in the circumstances was granted, subject to an endorsement as to any requirement it might be found necessary to make to secure for the inmates escape in case of fire.

Two of the applicants to whom we refused to grant licences on the ground that the premises were not suitable for the purpose of a common lodging-house also appealed to a stipendiary magistrate. One of the appeals was dismissed after the magistrate had received a report from a surveyor he had specially instructed to inspect the premises, and in the other case an agreement was arrived at as to the works which were necessary to render the premises fit to be licensed, and the appeal was adjourned *sine die* pending the execution of such works.

On 22nd December, 1903, we reported that in a number of premises used as shelters and labour homes proper beds and bedsteads were not provided for the lodgers, but the accommodation consisted of mattresses laid upon the floor, or of bunks arranged singly or in tiers or groups. We also stated that in the majority of instances the only covering provided for the lodgers who used the bunks was a rough waterproof blanket, of American cloth or other material. On our recommendation the Council decided to inform the keepers of the common lodging-houses in question that it would require the use of mattresses laid upon the floor and of all double and multiple bunks to be discontinued within a year, and proper bedsteads to be substituted for all single bunks within five years; also that the Council would, at the expiration of five years, require an improved standard as regards bedding.

The number of inspections of common lodging-houses made by the inspectors in the Public Health department during the year ended 31st March, 1904, was 38,134, of which 4,294 were night inspections.

A new set of by-laws affecting common lodging-houses was made by the Council on our recommendation on 30th June, 1903, and confirmed by the Local Government Board on 14th August, 1903. The by-laws came into force on 1st October following. They are in advance of the existing regulations in several respects, *i.e.*, they enable the Council to vary the number of lodgers to be received should it be considered expedient to do so, they prohibit the use of underground rooms as sleeping apartments unless they comply with certain regulations laid down in the Public Health (London) Act, 1891, they contain more stringent provisions with regard to the separation of the sexes and the cleansing and ventilation of the premises, and a by-law dealing with precautions against fire has been added.

Legal proceedings were taken against keepers of common lodging-houses during the year in a number of cases in respect of offences against the Acts or by-laws, with the result that seven convictions were obtained, and penalties amounting to £17 10s. 1d. and £8 costs were inflicted.

Seamen's lodging-houses.

On 1st October, 1901, the by-laws made by the Council under section 214 of the Merchant Shipping Act, 1894, with regard to the licensing, inspection and sanitary condition of seamen's lodging-houses, came into force, and since that date 136 houses have been dealt with under the by-laws. In some of these cases, however, the keepers have discontinued receiving seamen, the result being that only 100 houses are now registered. These houses, which are all that are at the present time known to be used as seamen's lodging-houses, accommodate 1,642 lodgers. They have all been measured up and apportioned, and copies of the by-laws, and tickets showing the number of lodgers allowed in each room, have been issued to the keepers for exhibition in the

houses. The number of inspections of these premises during the year ended 31st **March**, 1904, was 1,538.

It is optional under the by-laws for keepers to apply for licences, but those by-laws which relate to cubic air space, ventilation, cleansing and other sanitary matters apply to all seamen's lodging-houses whether licensed or unlicensed.

Legal proceedings were taken in two cases against the keepers of seamen's lodging-houses during the year in respect of offences against the by-laws. In one case the summons was dismissed, and in the other case a penalty of 10s. with 2s. costs was inflicted.

Dairies, Cowsheds and Milkshops Order, 1899—Examination of cows for tubercular disease of the udder.

On 6th February, 1900, the Council appointed Mr. W. F. Shaw as veterinary inspector for the purposes of the Dairies, Cowsheds and Milkshops Order of 1899, with instructions to examine the cows in London cowsheds at intervals of three months, and suspected cows at more frequent intervals, and to report as to cases of tubercular disease of the udder.

The medical officer has since submitted to us reports by Mr. Shaw, stating the results of the examination of all cows in the cowsheds licensed by the Council. Mr. Simpson made a similar examination in August and September, 1899, and the following tables enable comparison to be made between the results of Mr. Simpson's and Mr. Shaw's inspections—

When inspected.	Cows examined.	Cows found free from defects of udder.	Cows clinically affected with tubercular disease of the udder.	Cows suspected of tubercular disease of the udder.	Cows with acute mastitis.	Cows affected with chronic induration of udder.	Cows giving evidence of atrophy of one or more quarters.
1899 (Mr. Simpson's inspection)	5,144	4,464	7	5	82	165	214
1900 (Mr. Shaw's 1st inspection)	4,640	4,253	6	4	41	116	125
" " 2nd "	4,510	4,222	8	6	33	28	128
" " 3rd "	4,317	3,961	6	10	52	18	137
1901 " 4th "	4,352	4,097	4	8	41	17	99
" " 5th "	4,086	3,794	6	4	37	14	139
" " 6th "	4,164	3,906	4	3	23	5	154
1902 " 7th "	4,299	4,053	2	2	28	15	138
" " 8th "	4,035	3,807	4	3	28	7	105
" " 9th "	3,909	3,760	5	1	30	4	76
" " 10th "	3,987	3,782	3	2	34	8	103
1903 " 11th "	4,027	3,782	3	4	30	5	140
" " 12th "	3,983	3,788	3	5	22	6	98
" " 13th "	3,997	3,746	3	8	37	5	117
" " 14th "	3,676	3,448	—	—	19	7	112

The cows found to be affected with tubercular disease of the udder were removed from the sheds for slaughter. The cows suspected of this disease or affected with mastitis were kept under constant inspection until they either recovered or were removed for slaughter.

At Mr. Shaw's suggestion authority was given for the submission to bacteriological examination of a number of samples of milk from cows which, although no definite lesions could be found, raised suspicion of tuberculosis of the udder. Up to the present time two positive and three negative results have been obtained.

In one of the cases above referred to, a cow suffering from tubercular disease of the udder was sent to the Islington Cattle Market for slaughter, and sold for £8, and there is no reason to assume that the carcase was not used for human food. The Council's powers are limited to proceeding for penalties if milk is sold from cows affected with this disease, and it appeared to us most important that the Council should be enabled to seize any cows which its veterinary surgeon might certify or suspect to be suffering from tubercular disease of the udder, and to cause them to be forthwith slaughtered subject to certain provisions as to compensation. We reported to the Council accordingly on 27th October, 1903, and the necessary instructions were given for a further application to Parliament to be made with this object in the session of 1904.

Offensive trades, knackers' yards, slaughterhouses, cowhouses and dairies.

The following table shows for certain years the number of licensed slaughterhouses, cowhouses, and knackers' yards, and registered offensive businesses—

Year.	*Slaughterhouses.		*Cowhouses.		*Knackers' yards.		No. of registered offensive businesses (other than slaughterhouses and knackers' yards).
	Licences applied for.	Licences granted.	Licences applied for.	Licences granted.	Licences applied for.	Licences granted.	
1889	729	692	745	673	—	—	158
1892	539	534	546	535	7	7	143
1896	477	469	406	394	5	5	122
1899	419	411	338	330	5	5	108
1900	405	397	321	321	5	5	109
1901	384	381	303	298	5	5	109
1902	371	362	294	291	5	5	107
1903	350	346	282	277	5	5	104

* The duty of licensing slaughterhouses and cowhouses was transferred to the London County Council from the licensing justices on 21st March, 1899, by the operation of the Local Government Act, 1888, and that of licensing knackers' yards on 1st January, 1892, by virtue of the Public Health (London) Act, 1891.

With a view to bringing under control a number of premises in London upon which the business of dressing roker, skate, and other fish skins is being carried on, the Council on 29th March, 1904, decided, on our recommendation, to make an order declaring the business of a dresser of fish skins—that is to say, any business in which fish skins are trimmed, cleansed, scraped or dried—to be an offensive business within the meaning of section 19 (1) (b) of the Public Health (London) Act, 1891. The order will require the confirmation of the Local Government Board, and the Council has given instructions for the necessary application to be made for such confirmation.

During the year two applications were made to the Council under section 19 of the Public Health (London) Act, 1891, for sanction to the establishment anew of the business of a slaughterer of cattle. Both were refused, the premises in question being each within 100 feet of dwelling-houses.

The number of inspections made by the Council's inspectors, the number of prosecutions instituted and the amounts of fines imposed for certain years since the Public Health (London) Act, 1891, came into operation in 1892, are as follows—

Year.	No. of inspections.	No. of prosecutions.	Amounts of penalties imposed.
<i>Offensive trades (including slaughterhouses and knackers' yards).</i>			
1892-3	6,141	12	£ s. d. 51 11 -
1896-7	5,031	7	172 6 -
1899-1900	5,034	11	63 5 -
1900-1	4,287	4	9 5 -
1901-2	3,865	*—	*—
1902-3	3,028	*—	*—
1903-4	3,119	*—	*—
<i>Cowsheds, dairies and milkshops.</i>			
1892-3	14,558	2	2 5 -
1896-7	23,726	27	66 2 -
1899-1900	20,453	28	51 3 6
1900-1	14,696	17	36 17 -
1901-2	14,464	*—	*—
1902-3	5,587	*—	*—
1903-4	1,945	*—	*—

Premises used for receiving or keeping horses for slaughter or the carcasses of dead horses.

Section 53 of the London County Council (General Powers) Act, 1903, prohibits any person from using any yard, building or other premises within the county for receiving or keeping horses for slaughter or the carcasses of dead horses without an annual licence from the Council, and enables the Council to grant such licences subject to such conditions as it may think fit.

The Council gave notice of the provisions of this section by public advertisement, but only one application for a licence was received, and this was subsequently withdrawn. In any case in which the Council's inspectors have reported that premises were being illegally used for the purpose in question cautioning letters have been sent to the persons concerned, and in one instance the solicitor has been instructed to take legal proceedings.

Complaints received by the Council under the Public Health (London) Act, 1891.

During the year ended 31st March, 1904, 575† complaints were made to the Council as to insanitary conditions or failures in sanitary administration. Of these complaints 375 were anonymous. 1,672 visits were made by the Council's inspectors to premises in which nuisances were alleged to exist. The complaints for the most part related to the condition of single premises, some, however, to groups of houses.

The practice now adopted is, in the case of signed complaints in which there is no reason to suppose that the sanitary authority of the district has already been communicated with, to inform the complainant that the matter is within the province of the sanitary authority, that the purport of his complaint has therefore been sent to that authority, and that the London County Council does not propose to take any further action unless it hears again from him. In the case of complaints which state that the sanitary authority has already been appealed to without result, the purport of the complaint is sent to that authority, and if no satisfactory reply is received an inspection is made; if, however, a satisfactory reply is received, the complainant is informed of its nature, and that no further action will be taken unless he writes again.

In the case of anonymous complaints, the purport of the complaint is sent to the medical officer of the district, an inspection is subsequently made, and, if then found necessary, a further communication is sent to the sanitary authority concerned.

G. J. COOPER,
Chairman.

* By the operation of the London Government Act, 1899, the duty of taking proceedings has, since November, 1900, devolved upon the metropolitan borough councils.

† In addition to these complaints, 42 of a general character were received in the Public Health department during the year.

REPORT OF THE RIVERS COMMITTEE.

The Rivers Committee were appointed by the Council in November, 1894, to deal with all questions connected with the conservancy of the rivers Thames and Lee. The Committee consist of the six representatives of the Council on the Thames Conservancy Board, appointed under the Thames Conservancy Act, 1894, the two representatives of the Council on the Lee Conservancy Board, and 12 other members added by the Council.

The names of the members at the beginning of March, 1904, previously to the reconstitution of committees were as follows—

<i>*Chairman</i> —J. D. Gilbert.		
<i>Vice-Chairman</i> —H. Gosling.		
Antrobus, R. C.	Jackson, R. S.	<i>*Steadman</i> , W. C.
†Bruce, W. W.	<i>*McDougall</i> , Sir J.	<i>*Strong</i> , R.
Burns, J., M.P.	<i>*Robinson</i> , R. A.	Stuart, J.
<i>*Cornwall</i> , E. A.	<i>Deputy-Chairman of the Council</i>	Verney, F. W.
<i>Vice-Chairman of the Council</i>	Sankey, Stuart	White, E.
Dickinson, W. H.	†Smith, A.	Wood, T. McKinnon
Harris, H. P.	Spicer, Evan	

Duties of the Committee.

The Committee have to advise the Council upon matters affecting the administration of the Port of London, the sanitary condition of the Thames, and the best mode of restoring to that river its service as a highway. There are also matters arising out of the conservancy of the river Lee, especially as to the discharge of sewage into the river, and the insufficient quantity of water which flows from the river into the Thames. All questions relating to the Docks Companies' Acts are also included in the reference to the Committee.

Meetings of the Committee.

During the year the Committee have held 14 meetings.

Expenditure.

The expenditure for the year on maintenance account amounted to £260 7s. 6d., viz.—

	£	s.	d.
Tide gauges—Maintenance	118	8	9
Royal Commission on Port of London—Expenses of preparing and giving evidence	71	17	11
Thames steamboat service—Expenses of inquiry	30	14	8
Printing and general incidentals	39	6	2

There was no expenditure on capital account.

Administration of the Port of London.

The proposals of His Majesty's Government for the reform of the administration of the Port of London were laid before the House of Commons on 6th April, 1903, by Mr. Gerald Balfour, the President of the Board of Trade. The bill was the outcome of the report of the Royal Commission on the Port of London which was issued in June, 1902, and its main provisions were based, with some important modifications, upon the recommendations of the Commission, a summary of which is given in our annual report for the year ended 31st March, 1903. In considering the report of the Royal Commission and the provisions of the bill, we had the advantage of a conference with the Finance Committee, and we were also materially assisted in our discussion of the subject by reports prepared by the chief officers of the Council. In our report, which was considered by the Council on 19th May, 1903, we expressed the opinion that although the Government proposals in the main proceeded on sound lines, the constitution of the proposed Port of London Commission was not a satisfactory one, and did not sufficiently safeguard the interests of the ratepayers. We expressed the hope that, when the bill was examined by the Joint Committee to which we understood it would probably be referred, the constitution of this authority would be amended, and that the other questions to which we called attention in discussing the bill more in detail would receive favourable consideration.

The following is a brief summary of the proposals in the bill—

1. The establishment of a Port of London Commission of 40 members representative of certain municipal and official bodies and various mercantile and trade interests.
2. The transfer to the Commission, with certain modifications, of the rights, powers and duties of the—

Thames Conservancy, in respect of the river below Teddington-lock;

Watermen's Company and Court of Watermen's Company in respect of the registration and licensing of craft and boats and the licensing and control of lightermen and watermen.

3. The transfer to the Commission of the undertakings, liabilities and obligations of the London and India, Surrey Commercial, and Millwall Dock Companies, the purchase money to be determined upon Lands Clauses Act terms, with the following modifications—

(a) In place of a single arbitrator or of two arbitrators and an umpire, a court of arbitration is to be set up, consisting of three persons (not named in the bill as introduced), to determine the value of the undertakings.

* Representative on Thames Conservancy Board.

† Representative on Lee Conservancy Board.

(b) The purchase money is to be paid in Port Stock.

(c) No allowance is to be made for compulsory sale or for any enhancement or depreciation of the stocks of the companies due to the passing or anticipation of the passing of the Act.

(d) The debenture stocks of the companies are to be taken over by the Port Commission, but within two years after the appointed day, or such longer period as the Board of Trade may allow, are to be redeemed and extinguished by the Commission on paying to the holders "as compensation therefor" such sums as may be agreed or as may be determined by the Court of Arbitration; the payment may, by agreement, be discharged wholly or partly in Port Stock.

4. The substitution within two years of Port Stock for the existing A debenture stock of the Thames Conservancy.

5. The creation by the Port Commission of a Port Stock, to be called "Guaranteed Port of London Stock," the total amount of which is not to exceed by more than £5,000,000 the amount of stock required as compensation for the transfer of the undertakings, including the redemption of the debenture stocks of the companies and of the Thames Conservancy.

(a) The interest on the stock to be guaranteed by the London County Council, and to be at a rate not exceeding $3\frac{1}{4}$ per cent.

(b) The stock to be a trustee's security.

(c) Provision to be made for the redemption in 80 years of the stock required for the purchase of the undertakings, with a ten years' postponement of the sinking fund, and in 60 years for the rest of the stock.

6. A contribution not exceeding £2,500,000 to be made by the London County Council and the City Corporation for "the expenses incurred by the Commission during the first 10 years on "dredging, and otherwise deepening and improving the channels of the river"; such contribution to be borne by the two bodies in proportion to the rateable values of the City and the county outside the City (approximately $\frac{1}{8}$ th and $\frac{7}{8}$ ths).

7. The sources of revenue of the Commission would be—

(a) The present powers of the London and India Docks Company (which are to apply to the other two companies transferred to the Commission in lieu of the existing powers of those companies) of levying tonnage dues on ships using the docks, and charges upon goods landed in the docks other than those dealt with on overside conditions.

(b) The present tonnage dues charged by the Thames Conservancy, and other revenue of the Conservancy appertaining to the lower river, subject to some slight modifications.

(c) Certain new rates on imported and exported goods. The Commission are to submit to the Board of Trade a schedule of maximum rates on goods for confirmation or otherwise, and the Board of Trade is to embody the approved schedule in a provisional order.

(d) Fees on the registration and licensing of "craft and boats."

After considering our report and the report of the Finance Committee on the bill, the Council passed the following resolutions—

(a) That, having regard to the importance to the public generally of the business of the Port, the municipal element on the Port of London Commission should be strengthened so as not to be subordinated to sectional interests, and that, inasmuch as the Port of London Bill imposes on the Council such heavy financial responsibilities, the Council should be represented by 15 members out of the 40 proposed.

(b) That the Council agrees to contribute a sum not exceeding £2,200,000 as its share of the estimated sum of £2,500,000 required for the deepening and improvement of the river, on condition that the works to be undertaken at the Council's cost shall be subject to its approval; that the remaining £300,000 should be contributed by the City Corporation out of City funds, and that, if the total expenditure does not reach £2,500,000, the subventions of the two bodies should be proportionately reduced.

(c) That the Council agrees to guarantee the interest on the amount of Port Stock to be created under the provisions of the bill, subject to such alteration of the composition of the Commission as is set out in paragraph (a), to the interests of the rate-payers of the county being otherwise adequately safeguarded, to all moneys advanced by the Council being a first charge on the Port Fund and on all property and revenues of the Commission, and to provision being made for the Council's approval to the terms and conditions attaching to the issue of stock and to the sinking fund for its repayment.

(d) That clause 18 of the bill should be strengthened in the interests of the rate-payers of the county so as to require the Port Commission to form out of surplus revenues a reserve fund which could be drawn upon for any future deficiencies, and so as to make it obligatory upon, instead of optional for, the Board of Trade to require, on application of the Council, the increase of dues and charges, and so as to provide for the Board of Trade issuing a provisional order increasing the maximum dues and charges, should the Council have to pay any of the interest on the Port Stock.

(e) That the purchase money for the undertakings of the dock companies should be paid in cash instead of in Port Stock; but might, by agreement between the parties, be discharged by the issue of port stock; but that if payment in stock is made compulsory, the arbitrators should be required to determine by separate and distinct awards the money value of the undertakings, and the amount of port stock which is equivalent in their opinion to such value.

(f) That the redemption price of the debenture stocks of the dock companies should be their "fair market value," and not be determined as "compensation," and that, in

any event, no allowance for compulsory sale should be made beyond the sum necessary to meet the costs of reinvestment.

(g) That clause 12 should be modified so as not to make the imposition of dues on goods obligatory.

(h) That power should be given to the Commission to increase the tonnage dues now levied by the Thames Conservancy.

(i) That provision should be made for the training, examination and licensing by the Commission of *all* men engaged in the navigation of craft on the river.

(j) That the reports of the Rivers and Finance Committees be referred to the Parliamentary Committee with instructions to endeavour to secure the amendments suggested therein.

(k) That the Parliamentary Committee be instructed to prepare and present a petition against the bill, and that the seal of the Council be affixed to such petition with a view to securing necessary amendments.

The bill was read a second time in the House of Commons on 13th March, 1903, and referred to a joint select committee of both Houses of Parliament presided over by Viscount Cross. Seventy-three petitions were presented against the bill, among which was one on behalf of the City Corporation in which the Corporation asked for increased representation on the Port Commission, and urged that power should be contained in the bill to enable them to raise, by means of a special rate over their area, the sum which they were called upon to contribute, and to require the Council to raise its share of the contribution by means of a special county rate not levied within the City of London. Following the same principle, the Corporation also asked that the Port Stock to be raised under the bill should be guaranteed jointly by the Corporation and the Council in the proportion of their respective rateable values, instead of by the Council alone as proposed by the Board of Trade.

Constitution of the Port Commission and financial provisions in connection therewith—This part of the bill was first considered by the Committee, and Mr. McKinnon Wood gave evidence in support of the contentions of the Council as set out in its resolutions. He further gave evidence against the financial proposals of the City Corporation referred to above, and stated that the Council had understood that it was the intention of the Board of Trade that, so far as the money required for dredging purposes was to be raised by rate, it should be by means of a rate levied by the Council for general county purposes, and that any contribution from the Corporation should come out of its corporate funds; and that it was upon that understanding the Council had expressed its willingness to make the necessary contribution and undertake the guarantee provided for in the bill. The committee decided that the contribution should be raised as for a general county purpose, and rejected the amendment of the Corporation.

With regard to the constitution of the Commission, claims for representation were made by the Bermondsey, Poplar, Wandsworth and Woolwich Metropolitan Borough Councils, the Essex and Kent County Councils, the West Ham Corporation and the Lee Conservancy Board. These claims were all rejected by the Committee, the only change in municipal representation being that the representation of the Council was increased from 8 to 9, and that of the City reduced from 2 to 1.

Some other amendments in the constitution of the Commission were made, and it will be convenient to set out the constitution as originally proposed, and as determined by the Joint Committee—

Bill as introduced.				Bill as amended by Select Committee.			
<i>Appointed members.</i>				<i>Appointed members.</i>			
London County Council...	...	8		London County Council...	...	9	
Common Council of the City of				Common Council of the City of			
London	...	2		London	...	1	
Admiralty	...	1		Admiralty	...	1	
Board of Trade	...	1		Board of Trade	...	1	
Trinity House	...	1		Trinity House	...	1	
Railway Companies' Association		1		Railway Companies	...	1	
		—	14			—	14
<i>Elected members.</i>				<i>Elected members.</i>			
Payers of dues on ships...	...	10		Payers of dues on ships...	...	10	
				(7 by payers of dues on ships			
				trading to the docks, and			
				3 by payers of dues on			
				ships trading to the river)			
Traders	...	10		Traders	...	8	
Wharfingers	...	4		Waterside manufacturers	...	2	
Owners of river craft	...	2		Wharfingers	...	4	
		—	26	Owners of river craft	...	2	
			40			—	26
			<u>40</u>				<u>40</u>

In consequence of the decision above referred to a new clause was submitted on behalf of the Council to provide that in the event of the Council being called upon to contribute any part of the interest under its guarantee during any two successive years the number of representatives of the Council on the Commission should be increased, so as to give the Council such a majority as the Board of Trade should determine. This amendment was not, however, accepted by the Board of Trade, but ultimately by agreement with the Board the following clause was inserted—

"If at any time in pursuance of the guarantee created by this Act the London County Council have paid during any three successive years any substantial part of the interest on any guaranteed port stock, the number of the Commissioners to be appointed by the Council on the Commission shall be thereupon and so often as the same event may happen, increased to 18.

"Whenever the number of the Commissioners to be appointed by the Council on the Commission has been increased as in this section provided, then in each case on the expiration of three years from the last date when all moneys owing by the Commission to the Council in pursuance of their guarantee, with interest thereon, have been paid, the number of Commissioners appointed by the Council on the Commission shall be reduced to nine.

"If any question arises under this section as to whether any payment made by the London County Council in pursuance of the guarantee created by this Act is a payment of a substantial part of the interest on guaranteed port stock, the question shall be determined by the Board of Trade."

Further financial safeguards obtained by the Council.—Clause 18 in the bill dealt with the repayment to the Council of any interest which might be paid by the Council under its guarantee, and provided that the Board of Trade "may, on the application of the Council, make an order requiring the Commission to levy any additional, or increase any existing, dues, rates, tolls, or charges which they are authorised to levy, to such extent and for such period as the Board specify in the order, and the Commission shall comply with the order so made, so, however, that neither the additional nor the increased dues, rates, tolls, and charges shall exceed the maxima allowed by law." This clause was strengthened by making it obligatory upon the Board, instead of optional, to make such an order when the Council has paid any substantial part of the interest under its guarantee. Clauses were also inserted to require the Port Commission to form a reserve fund, to make provision as to the manner in which the revenue of the Commission should be applied, and to fix the priority to be given to the various payments, including interest on, and repayments of money which might be advanced by the Council under its guarantee.

At the instance of the Council the bill was amended so as to require the compensation to be paid to the dock companies in respect of the purchase of their undertakings to be ascertained in *cash* in lieu of *stock*. The clause was, however, so drawn as to permit of payment being made by agreement either wholly or partly in stock. The question of the debenture stock of the companies is a separate one, and is dealt with later in this report. An amendment was inserted in Clause 19 (dealing with regulations to be made by the Board of Trade with regard to sinking or redemption funds) to provide that "Any regulations made under this section shall be submitted for consideration to the London County Council."

Other amendments made in the bill.—Clause 13 was amended so as to require the Commission to spend out of revenue the average annual amount previously spent on dredging, etc., by the Thames Conservancy. The Council will, therefore, only be called upon to contribute for the new work of deepening the channel of the river. The following new sub-clause was inserted in clause 13—

"Before commencing to execute any of the work towards the expenses of which the London County Council are by this Act required to contribute, the Commission shall submit for consideration to the London County Council, detailed plans, drawings, sections, and specifications describing the exact position, nature, extent, and estimated cost of, and the manner in which such works are proposed to be executed."

In connection with clause 17 the Council proposed that the rate of interest on the guaranteed port stock should be fixed by the Council and not by the Board of Trade as proposed in the clause. The Committee, however, rejected this amendment, but decided to amend the clause so as to require the Council, in addition to the Bank of England, to be consulted before the rate of interest is fixed by the Board of Trade—

The following new clause was inserted—

"Nothing in this Act shall affect the right of any council or other authority represented on the Commission to be heard against any bill or provisional order promoted or applied for by the Commission."

The Committee also deleted from clause 1 the words requiring the Commission to pay salaries to the Commissioners appointed by the Admiralty and the Board of Trade.

Lightermen.—On the clause as to the transfer of certain powers and duties of the Watermen's Company and as to lightermen, the Council submitted an amendment to omit from the bill the proposal to enable craft (within the meaning of the Thames Watermen's and Lightermen's Act, 1893) not carrying passengers, to be worked or navigated within the port without having a licensed lighterman or other specially qualified person in charge. This proposal was struck out, but a proviso was inserted to empower the Commission to make a by-law providing "that notwithstanding any enactment to the contrary craft or any class of craft when not carrying passengers may be worked or navigated within the Port of London or any part thereof without having any licensed lighterman or other specially qualified person in charge thereof." This places in the hands of the Commission a permissive power which may or may not be exercised instead of deciding in the Act that a licensed lighterman need not be in charge.

Tonnage dues and rates on goods.—In pursuance of the resolution of the Council to the effect that the clause dealing with the new rates on goods should not be an obligatory clause, an amendment was proposed, the effect of which would have been to leave full discretion to the Commission to deal with this matter after it had acquired the necessary experience. This was not accepted, but the clause was amended so as to enable the Board of Trade by provisional order, or the Commission, to allow such exemptions as may be thought desirable. We understand that

this amendment was intended to leave open such cases as those of transshipment and export goods, which the Royal Commission proposed to exempt from the new rates. The clause originally provided for a schedule of rates applicable to all goods to be drawn up, and on this point an amendment was proposed, as directed by the Council, to empower the Board of Trade, on the application of the Commission, by provisional order to deal with the maxima of the present tonnage dues on vessels entering the port. This amendment was, however, rejected.

Warehouses.—With regard to warehouses, which the Royal Commission recommended should be disposed of by the new authority, but which under the bill may be retained by them, the bill was amended at the instance of the wharfingers so as to provide for the constitution of a statutory warehouse committee, to comprise to the extent of one-third representatives of wharfingers on the Commission, and one member appointed by the Board of Trade. The clause as amended provided that the accounts of the Commission, both as regards capital and revenue, relating to their warehouse business, should be kept separate and distinct from all other accounts of the Commission. The bill was also amended, at the instance of the wharfingers, so as to provide that the warehouses should be rated separately from the dock undertakings instead of, as at present, being rated as part of such undertakings.

Debenture Stock.—In clause 8, dealing with the redemption of debenture stock, an important amendment was made which was opposed on behalf of the Council. The amendment provided that the holders of debenture stock should be given an amount of guaranteed port stock which would produce an income equivalent to that derived from the debenture stock instead of providing, as in the original bill, for the debenture stock to be redeemed at such a price as would furnish for the holders in any equally good security the same income as they now receive from the debenture stock. The Comptroller of the Council gave evidence against this amendment, and pointed out that the difference between the market price of the port stock and that of the debenture stock would result in a large bonus being given to the debenture-holders, varying greatly in the cases of the different companies. The Board of Trade also opposed the amendment which, however, was put in at the instance of the dock companies.

Names of arbitrators.—In the part of the bill dealing with the purchase of the dock companies' undertakings, the names of the arbitrators to determine the amount of compensation to be paid therefor were not in the bill as introduced. The names were subsequently filled in as follows—Lord Allerton, Sir Francis Mowatt, G.C.B. (Permanent Secretary of the Treasury), and Mr. A. T. Lawrence, K.C.

The proceedings before the Joint Committee concluded on 13th July, 1903, but it was not found practicable to make any further progress with the bill, and a resolution was passed in the House of Commons on 12th August suspending further proceedings on the bill until the session of Parliament of 1904.

On 8th February, 1904, a question was asked in the House of Commons as to whether it was the intention of the Government to proceed with the bill in the session of 1904 and a reply was given to the effect that it was hoped to proceed with it as soon as public business permitted.

Port of London sanitary authority—Jurisdiction in relation to unsound food.

An inquiry was opened by the Local Government Board on 24th April, 1903, respecting a proposal to extend the area over which the Port sanitary authority exercises jurisdiction in relation to unsound food so that such area shall include other wharves than those within any dock forming part of or abutting upon the Port of London.

These powers are exercised by the councils of the various riverside metropolitan boroughs, and the effect of the proposed extension would be, as regards all wharves forming part of the Port of London, to substitute the jurisdiction of the Port sanitary authority for that of the borough councils, and as regards those wharves which do not form part of, but merely abut upon, the Port, the order might be made to have the same effect, viz., to oust the jurisdiction of the borough councils altogether. We were of opinion that the Council should support the opposition of the metropolitan borough councils to the proposed transfer of their powers to the Port sanitary authority, and the Council approved the action we took with this object.

The Local Government Board subsequently forwarded to the Council a copy of a letter which they addressed to the London and India Docks Company, on whose application the inquiry was held. In this letter the Board stated that, after carefully considering their inspector's report, and also the proceedings in Parliament during the session of 1903, with reference to the proposals in the Port of London Bill, they had decided, having regard to all the circumstances, not to accede to the Company's application at the present time. The Board, however, added that they had communicated with the councils of certain metropolitan boroughs with regard to the examination of foodstuffs landed at wharves abutting on the River Thames.

Thames steamboat service.

The bill promoted by the Council in the session of 1903 to enable it to establish a service of steamboats on the river Thames was read a second time in the House of Commons on 2nd April, and came before a Select Committee of that House on 4th May. After a hearing extending over several days the Committee found that the preamble of this bill, as well as the preamble of a competing bill introduced by the Thames Steamboat Company (1897) Limited, was not proved. The Company's boats ceased to run on 16th September, 1901, and no service has since been given by the company. The rejection of the Council's bill by the Select Committee has, therefore, deprived London for another year of an efficient service of passenger steamers upon its great natural highway. We are satisfied that such a service is needed, and is not likely to be provided unless the Council succeeds in obtaining the necessary powers. The Council's bill was strongly supported by the councils of most of the metropolitan boroughs on the banks of the Thames, and we are convinced that the great body of public opinion in London is strongly in

favour of the Council proceeding with its scheme. These considerations led us to advise the Council to again introduce a bill in the session of 1904.

It may be convenient here to state the main features of the Council's scheme.

Design of boats.—After consultation with persons of experience the chief engineer recommended that the Council's scheme should be prepared on the basis of paddle-boats having a total carrying capacity of about 500, and seating accommodation for 130 passengers. In submitting this proposal to the Council we pointed out that, although our estimate provided for paddle-steamers above and below London-bridge, it was not necessary to bind the Council to any particular class of boat, and if it was deemed advisable later to have screw boats on either part of the service, the change in the design could be made without increase of cost. We also referred to the exceptional conditions affecting the service on the Thames, the principal being—the strength of the current, the height of the tides, the limited headways of the bridges, and the shallowness of the river at low water.

Frequency, extent and cost of service.—In dealing with the question of the frequency and extent of the proposed service we emphasized the importance of running the boats at regular intervals from early morning until late in the evening both in summer and winter. After carefully considering alternative schemes and estimates of cost, we proposed a regular service at intervals of 15 minutes all the year round between Hammersmith and Greenwich, necessitating the use of 30 boats. It was added that the boats could subsequently be run at more frequent intervals and the service extended if, after experience of its working, the Council was satisfied that the circumstances justified such a course. The hours of service suggested were from about 4.30 a.m. to 9.30 p.m. in the summer, and from about 5.30 a.m. to 9.15 p.m. in the winter.

Piers.—The existing piers are 28 in number. Sixteen belong to the Thames Conservancy, and are maintained by them at a cost which, after deducting receipts from pier dues, involves a charge on their funds of about £5,000 a year. Five piers are the property of the Thames Steamboat Company; three of railway companies; one of a dock company; one of a pier company; one of a private owner; and one of the Council. With regard to the sixteen piers belonging to the Thames Conservancy, clauses were drafted, after consultation with the Conservancy, which empowered the Council to enter into any necessary agreements with the Conservancy for the transfer to the Council of any of their interests in the piers in question, and to construct new piers with the consent of the Conservators, with a proviso that the Conservators should not exact from the Council any payment in respect of such new piers, nor require it to take out licences for them under the Thames Conservancy Act, 1894.

With reference to the piers which were not owned by the Conservancy, we were of opinion that the one at Greenwich would probably be required by the Council for a municipal service, and suggested that the bill should contain clauses enabling the Council to acquire it, and providing machinery for settling the terms of acquisition. Some of the other piers would also have to be purchased, or new ones constructed. In the circumstances, the Committee suggested that for the acquisition and improvement of piers and the provision of waiting rooms and heating stoves, a sum of £70,000 should be provided on capital account. The interest and sinking fund charges on a sum of £70,000, repayable in, say, 30 years, would be nearly £4,000 a year. In addition to this, the chief engineer estimated the annual cost of ordinary maintenance (including repairs, gas and fuel) at £2,500. The total annual charge for piers, beyond the amounts included for wages of piermen and ticket men, might therefore be taken at £6,500, towards which, however, something might be received from pier dues.

Estimated expenditure.—The cost of establishing and working the service was estimated as follows—As regards capital expenditure, £210,000 (repayable in 20 years), for the construction of 30 steamboats; and £70,000 (repayable in 30 years) for acquisition of and improvements at piers; making a total of £280,000 on capital account. The annual expenditure for working the service was estimated at £98,960, including all maintenance and sinking fund charges.

Estimated income.—As regards the question of income, it is, of course, difficult to estimate the probable receipts from the service. We had before us the experience of the steamboat services in towns on the Continent and on the Clyde and Mersey. The Paris service in 1899 carried nearly 28 million passengers; in 1900, the Exhibition year, the number rose to over 42 millions. The receipts in 1899 amounted to about £138,000, which enabled the company to pay a dividend of 5 per cent. on the greater part of its capital. At Hamburg the harbour service carried nearly 15 million passengers per annum. On the Mersey the Woodside and South ferryboats carried nearly 8,000,000 passengers in 1901, and the surplus income of about £9,500 was transferred to the interest rate account of Birkenhead, while the Wallasey ferryboats carried in 1899-1900 over 15,000,000 passengers and applied more than £2,000 to reduction of rates.

These services afford examples of the probable utility of an efficient steamboat service; and before the loss of the "Princess Alice" in 1878, the Thames steamboat service was financially successful, the income reaching as much as £117,000 in one year; while the receipts of the Victoria Steamboat Company for 1893, when the service was a notoriously bad one, amounted to £87,856. These figures, however, included receipts from services east of Greenwich and Woolwich, and west of Hammersmith. Since 1875 there has been a large development of cheap means of transit, but during this period the expansion of London and the increase of its population has created a need for travelling facilities even greater than those which have been provided.

As the Thames Steamboat Company with a fleet of boats a large number of which were old and inefficient, plying at irregular intervals during only a few months of the year, could earn receipts amounting to £35,000, it seemed reasonable to expect that the Council, with a new fleet of speedy boats and a regular service all the year round, would be able to earn receipts equal to, or at any rate approaching, the sum of £98,960, the estimated cost of providing and working the service. In order to produce this income each boat would have to earn on the average about £10 17s. per day, or about 3s. 6d. per mile travelled. No doubt the receipts in the winter would be smaller than in the summer months, but when due allowance is made for this and the decrease

of traffic due to foggy and wet weather, we thought that this average of 3s. 6d. per boat mile all the year round might be anticipated. Busy times would compensate for slack times, and the business traffic would develop as the service became better known. We were of opinion that the demand for travelling facilities was such that the Council would seek to meet it by this service, and in this connection we thought that all travelling facilities provided by the Council might be looked at as part of one system. By making tickets interchangeable between the tramways and the steamboats, both services would be benefited and the traffic facilities of London increased. It should also be borne in mind that the piers belonging to the Council are situated at the

It should also be borne in mind that the piers belonging to the Thames Conservators now involve a charge upon their funds of about £5,000 per annum. The Council would, by taking over and maintaining these piers increase to that extent the funds at the disposal of the Conservancy available for the river services.

As regards fares, we suggested that the exact scheme could best be left for consideration at a later stage. It would, however, be necessary, following the precedents of Acts dealing with analogous services, to provide in the bill for a maximum fare, which it was proposed should be one penny a mile or part of a mile.

The Council adopted our recommendation on 21st July, 1903, and decided to seek powers in the session of 1904 to acquire, take over and administer the river piers and landing stages on the river Thames, to construct additional piers and alter the location of the piers from time to time, and to establish an efficient steamboat service on the river; and instructed the Parliamentary Committee to take the necessary steps for this purpose. The bill has been introduced into Parliament.

Thames Conservancy.

All matters affecting the interests of the Council upon the Thames Conservancy Board have periodically received the careful attention of the Committee. By the Thames Conservancy Act, 1894, the representation of the Council on the Conservancy Board is six members. They have submitted the following report upon the various matters affecting London that have come before the Conservancy during the year ended 31st December, 1903—

Spring-gardens,
August, 1904.

August, 1904.
The Conservators' dredgers have been working between the entrance to the Royal Albert Dock and Crossness in continuation of the deepening of the navigable channel under the scheme of 1896, and 420,881 cube yards of material have been removed and deposited by the hoppers in Barrow Deep.

The Conservators entered into a contract in 1902 for the dredging required to provide a channel—

From Millwall Docks to the Thames Tunnel—300 feet wide and 16 feet deep at low water of ordinary spring tides.

From the Thames Tunnel to London Bridge—200 feet wide and 14 feet deep at low water of ordinary spring tides.

During the year 453,778 cube yards of material have been removed under the contract, and the work has been carried out to within 50 yards of the Thames Tunnel on the upper side and to within 170 yards on the lower side.

A serious difficulty was, however, met with, in that the East London Railway Joint Committee, who hold a lease of the tunnel in perpetuity for the purposes of their railway service, applied for an injunction to restrain the Conservators from dredging in or deepening the river at any place within 150 yards above or below the tunnel, on the ground that a depth of from 9 to 11 feet only of soil would be left over the brickwork of the tunnel and that this would be entirely inadequate to protect it.

The motion came before Mr. Justice Farwell on 16th December, 1903, when the Conservators were compelled to give an undertaking that no dredging should be carried out within 50 yards above and 150 yards below the tunnel until the trial of the action.*

Dredging has been carried out in various places for the improvement of the channel between London Bridge and Teddington, about 21,000 cube yards of material having been removed.

The number and net registered tonnage of vessels which entered and cleared to and from the port during the year and paid tonnage dues were—

Entered	29,701	vessels of a net register tonnage of	16,797,034	tons.
Cleared	19,844	" " " "	9,099,157	"

Total	...	49,545	25,896,191
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representing an increase over 1902 of 2,414 vessels of a net register tonnage of 1,480,528 tons and of 3,446 vessels of a net register tonnage of 3,721,075 tons over the year 1899.

The Conservators have given further careful consideration to the opinion expressed in the report of the Lower Thames Navigation Commission with regard to the deepening of the navigable channel and to the proposals contained in the Port of London Bill, and they now have under consideration the report of Mr. E. Cruttwell, C.E., the engineer whom they engaged to give them independent advice on the subject.

A new tier for ships has been established off the Tower of London and the Hermitage lower tier and Battle Bridge upper tier have been deepened to 16 feet and 14 feet respectively at low water of ordinary spring tides.

* On 18th March, 1904, the action was heard, and the judge granted an injunction restraining the conservators from deepening or dredging so as to injure or endanger the tunnel or the roof, sides or protections thereof or the railway running through the same or covered thereby.

Considerable congestion on the river below London-bridge has been occasioned by the number of unemployed barges which were frequently to be found occupying the public barge roads as well as other moorings, and having regard to this difficulty seven sets of moorings have been laid down at Battersea and Lambeth capable of accommodating 54 barges. A new public barge road has also been provided off North Woolwich Gardens.

An additional launch has been built for harbour service work in the district below Barking, and an inspector stationed at Erith to control the rapidly increasing trade which is carried on at that place.

The construction of the new lock at Teddington was proceeded with throughout the year, but the work was greatly interfered with by the continuously flooded state of the river, and it was found impossible to complete it by the end of the year, as anticipated.

The new bridge at Kew constructed by the Middlesex and Surrey County Councils was completed in the early part of the year, and was opened to the public by His Majesty the King on 20th May, 1903.

183 convictions have been obtained in respect of the navigation of barges with insufficient freeboard, the discharge of ashes and rubbish into the river, and sundry other offences. Proceedings have been taken by the Conservators in cases of vessels improperly navigated, where sufficient evidence could be obtained, resulting in ten convictions. Thirteen convictions have also been obtained for infractions of the by-laws made by the Conservators under the provisions of the Explosives Acts and the Petroleum Acts.

Under the provisions of the Thames Conservancy Act, 1894, relating to river pollution, the towns and other centres of population within the area of the jurisdiction of the Conservators have been kept under supervision by the inspecting staff, and at all places where sewage farms or filtration systems have been brought into operation in order to meet the requirements of the Act, the works have been watched and, with a view to testing their efficiency, samples of the effluents have frequently been analysed.

During the year 14 towns and villages have diverted pollution from the streams. These places, which represent a population of over 20,000, include Wantage and East-hampstead (Berkshire), Hartley Wintney (Hampshire), Hook Norton (Oxfordshire), Tring (Hertfordshire), Yiewsley, Potter's Bar and Harmondsworth (Middlesex).

Special mention may be made of the following places where works have been completed during the past year, and considerable progress made with the work of connecting house drains to the sewers—Witney (Oxfordshire), Chalvey (Buckinghamshire), Rickmansworth (Hertfordshire), Stoke-next-Guildford, Bramley, Ewell, Leatherhead, Ashted and Cobham (Surrey), and West Drayton (Middlesex).

At Marlborough (Wiltshire) the new works have been completed, but owing to some defects in the sewers, they have not yet been brought into operation. At Aylesbury (Buckinghamshire) considerable progress has been made with the alterations in connection with the extension of the works. At Amersham (Buckinghamshire), Watlington (Oxfordshire), and Wargrave (Berkshire), the construction of works has been commenced.

Reference may also be made to the undermentioned places in respect of which drainage schemes are under consideration by the Local Government Board:—Burford, Cowley, Headington and Adderbury (Oxfordshire), Hungerford (Berkshire), and York Town (Surrey).

The inspection of farms, manufactories, private residences and other scattered premises has been continued, and in 168 instances pollution has been diverted from the streams. During the year four convictions were obtained in respect of discharges of sewage or other offensive matter into the streams.

The Conservators have exercised their powers with regard to the inspection of house-boats and launches using the river above Teddington, and have ascertained that the sanitary arrangements of these vessels are satisfactory. They have also caused the surface of the river down to the western boundary of the County of London to be scavenged.

The question of the pollution by sewage of oysters and other shellfish, has engaged their attention, and they have conferred with the Port Sanitary Authority and made representations to the Local Government Board on the subject. There is only one small oyster bed within the limits of the Conservators' jurisdiction, and it is with the cockle industry that they are chiefly concerned. The principal cockle ground is the Blyth Sand, on the south side of Sea Reach, and whilst steps have been taken to prevent pollution from places within the Conservancy's jurisdiction, investigations which have been made point to the fact that pollution is carried up to this ground from sources below the Conservancy limits.

In response to an intimation from the Royal Commission on Sewage Disposal that they would be glad to receive evidence from the Conservators, the Secretary attended before the Commission and gave evidence on the following points:—(a) the constitution of the Board, (b) the nature and scope of their powers in regard to pollution, (c) the method of work adopted for the prevention of pollution, and (d) the alterations in the law considered desirable for the prevention of pollution.

(Signed)

E. A. CORNWALL.
J. D. GILBERT.
J. McDougall.

R. A. ROBINSON.
W. C. STEADMAN.
R. STRONG.

The Council's representatives on the Thames Conservancy Board have on several occasions moved that the public should be admitted to the meetings of the Board, but the motion has each time been defeated. On 15th December, 1903, we reported to the Council on the subject, and a resolution was passed to the effect that the Council's representatives should again use their influence with this object. The matter was again brought before the Board on 18th January, 1904, when they passed a resolution to the effect that the meetings of the Board should be open to the Press, unless a majority of the members present and voting should otherwise determine.

Lee Conservancy.

The following is a report received from Messrs. Bruce and Smith, the Council's representatives on the Lee Conservancy Board, with reference to matters that came before the Board during the year 1903, and which concern the Council—

Spring-gardens, September, 1904.

The Lee Conservancy Board have been very active during the past year in their endeavours to prevent pollution of the river, but the summer of last year was an exceptional one, as the Lee Valley was visited by floods such as had not been before experienced for many years.. At times the whole valley was under water, with the result that impurities from the sewage farms were swept into the river, in many cases above the intakes of the water companies. For instance, between Hertford and Ware, the Navigation, the Manifold Ditch (which contained the Hertford sewage effluent) and the New River were on a common level. It is evident, therefore, that some general scheme of sewerage is needed for the whole of the Lee Valley. As has been before reported, the Board have had numerous Conferences with the local authorities, and have tried their very best to induce them to co-operate in carrying out some such scheme, which would, having regard to the increasing population of the districts on the banks of the river, undoubtedly be of great benefit to the districts as well as to London. In this the Board have failed, and they have no power themselves to promote or give effect to a bill for that purpose. It seems, however, certain that sooner or later some such remedy must be applied, and the sewage taken out of the valley to a separate outlet, probably somewhere near Barking.

During the year the Conservancy Board prepared plans, etc., for a scheme under which the sewage of the Stort Valley, from Bishops Stortford downwards, would be taken into the Lee Valley sewer near Rye House. In October, 1903, the Board gave evidence before the Royal Commission on Sewage Disposal on this sewerage scheme, and particularly with regard to the pollution caused by the sewage from the town of Hertford.

Legal proceedings have been taken against several local authorities with regard to the unsatisfactory condition of their sewage effluents, both above and below the water intakes, and convictions obtained. Special attention has been directed to weed cutting, to old and leaky barges used for the carriage of manure, and also to manure heaps on the river banks. Sunken barges have also been raised, and other matters connected with the navigation attended to. The Hackney relief sewer has been successfully carried under the River Lee by arrangement with the Conservancy. Much damage was done by the floods to the towing-paths, banks, etc., of the river, but this has since been made good.

Between June 10th, 1901, and 6th October, 1903, 2,201 dead animals have been removed from the river between Tottenham, Hackney-marsh, Bow and Limehouse, and 70 dead animals from the river between Tottenham and Hackney between January 1st and 6th October, 1903. A considerable amount of dredging has been done in the various parts of the river, particularly above Waltham, and the navigation is much improved thereby.

Last year the water companies objected to the amount required by the Conservancy Board for "Protection of Water" purposes, and the matter was referred to an arbitrator according to the provisions of the Lee Act of 1868; his alternative award went to appeal, and judgment was given in favour of the Conservancy Board to the effect that the expenditure on the preparation of plans and reports with reference to the Lee Valley Sewer Scheme may be regarded as a "lawful and proper means" taken to preserve the purity of the water. Since then the water companies have paid the amounts claimed from them. In future this matter will come under the purview of the Metropolitan Water Board.

The Conservancy have now arranged with their chemist for a regular systematic analysis of the effluents from all the principal towns and places in the Lee Valley, and also of the water of the river at different points. This will be of great use and guidance in the future.

The reconstruction of Bow Bridge is proceeding rapidly, and, as will be remembered, the Conservancy are pledged to a contribution of £5,000 towards the cost.

(Signed) W. W. BRUCE.
ALFRED SMITH.

J. D. GILBERT,
Chairman.

REPORT OF THE STORES COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—T. Wiles.

Vice-Chairman—H. Gosling.

Bawn, W. B.
Collins, E.
Cooper, B.
Foster, G.
Goodman, W.

Hardy, G. A.
Hubbard, N. W.
Jeffery, J.
Lampard, G.

Parker, R.
Pomeroy, A.
Smith, John
Steadman, W. C.

Annual supply of stores.

In accordance with the terms of our reference from the Council, we undertake the preparation of the schedules and the consideration of the tenders for the supply of stores required by the Council.

The estimated quantities and description of stores needed for the various services during the twelve months commencing 1st January, 1904, having been obtained from the heads of departments, the goods were classified in the following schedules—

Brass and gun-metal goods, gas and plumbers' fittings, etc.
Brushes, baskets, mats, sponges and chamois leathers.
Cast iron.
Chemicals, etc.
Chemical apparatus, etc.
Drapery, crockery, etc.
Engineers' goods and electrical stores.
Firewood.
Fodder.

Glass.
Horticultural goods, flower pots, etc.
Indiarubber goods.
Ironmongery, tools and implements, etc.
Leather, leather bands and valves.
Merchants' iron and steel.
Oilman's sundries and disinfectants, etc.
Oils, lighting and lubricating.
Packings.
Paints, colours and varnishes.
Rope, canvas, etc.

There were 1,016 items in the above-mentioned schedules, and 349 tenders were received. The prices submitted for the various goods having been extracted and tabulated, after careful consideration the Council was recommended to enter into contracts with 104 firms.

In addition to the schedules referred to there are nine relating to the supply of boots, clothing, etc., containing 222 items, which operate from the 1st July, 1903, to 30th June, 1904, and for these the Council, on our recommendation, entered into contracts with seven firms.

The maximum hours of labour per week for all classes of workpeople except cutters engaged under the Council's general clothing contracts has been fixed at 54½.

The supplies of boots and clothing from contractors have been inspected by qualified examiners before being accepted, and the deliveries of these goods during the past year have generally been satisfactory, and show a great improvement on the results of the previous year. The following table shows the number of articles of clothing and boots examined during the last two years—

Year ended	Description of articles examined.	No. examined.	No. rejected.	Percentage of rejections.
31st March, 1904 ...	Clothing, hats, caps, etc.	21,537	570	About 2½ per cent.
" 1903 ...	" " " " " " " " " " " "	21,782	1,391	" 6 "
" 1904 ...	Pairs of boots " " " " " " " " " "	4,927	440	" 9 "
" 1903 ...	" " " " " " " " " " " "	2,854	523	" 18 "

The contracts for the supply of boots for the fire brigade, park constables and messengers, and waterproof sewer boots, and clothing for the fire brigade, and for the parks and general services were carried out in a satisfactory manner, and under clause 1 of the contracts it was mutually agreed to extend the contracts for a further period of one year.

The chemist has reported to us upon the samples of the deliveries made by contractors for oils, paints, disinfectants and similar stores, and the following figures show the percentage of rejections for the four quarters of the past year—

Quarter ended	30th June, 1903,	193 samples examined,	31 rejections,	or about 16 per cent.
"	30th Sept. "	215 "	33 "	or about 15 per cent.
"	31st Dec. "	216 "	23 "	or about 10½ per cent.
"	31st March, 1904	300 "	64 "	or about 21 per cent.

Total for the					
year ended 31st March, 1904	924	„	151	„	or 16 per cent.
Ditto 1903	799	„	112	„	or 14 per cent.

The Council employs an inspector to examine all the brushes and brooms supplied, and during the last year it has been decided to employ in future an examiner to inspect the blankets and woollen goods delivered under contract.

Contracts for stores.

The comptroller has prepared a return showing the amounts received by the various firms who had undertaken the contracts for stores for the year 1903. These amounts include any goods that may

have been purchased out of contract. The clerk of the Council summarised the return, and, for the sake of comparison, we also present the figures for the year 1902.

	1903.	1902.
Number of Contractors	101... ..	90
Over £2,000	£6,691 received by 1 firm	£4,997 received by 1 firm.
Between £1,500 and £2,000 each	Received by 3 firms	Received by 3 firms.
„ £1,000 and £1,500 „	„ 1 firm	„ 1 firm.
„ £500 and £1,000 „	„ 5 firms	„ 7 firms.
„ £100 and £500 „	„ 15 „	„ 14 „
„ £7 10s. and £100 „	„ 55 „	„ 41 „
„ 0d. and £7 10s. „	„ 19 „	„ 22 „
	„ 2 firm	„ 1 firm.
Contracts determined	in 1 case	
„ transferred		
	101 firms	90 firms.

	1903.	1902.
Value of the goods taken by the works department	£4,129 18 9	£3,189 7 6
Value of the goods taken by the tramways department	£7,335 3 -	£6,248 7 11
Value of goods taken by the stores branch	£3,865 11 2	£3,019 11 7
Total amount paid to firms who received orders	£45,344 13 11	£44,195 13 -

Stocking of stores.

The value of the stores supplied from stock at the general stores, No. 19, Charing-cross-road, to the various departments during the year ended 31st March, 1904, was £4,452 19s.

Expenditure.

The estimate of salaries and general incidental expenses in connection with the work of the Committee for the year ended 31st March, 1904, was £1,075, whilst the actual expenditure was £1,250 4s.

Meetings.

During the year 14 meetings have been held, and the Sub-Committee appointed to consider as to whether the work of supplying uniform clothing to the persons in the Council's service should be executed without the intervention of a contractor, has met 3 times.

T. WILES,
Chairman.

REPORT OF THE THEATRES AND MUSIC HALLS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of committees, were as follows—

Chairman—The Right Hon. Sir Algernon West, G.C.B.

Vice-Chairman—A. M. Torrance.

Alliston, F. P.
Brandon, J.
Cleland, J. W.
Davies, T.

Greenwood, H. J.
McDougall, Sir John
Ribblesdale, Lord
Rotton, Lt.-Col.

Straus, B. S.
Waterlow, D. S.
Yates, W. B.

Meetings of the Committee.

During the year ended 31st March, 1904, the Committee held 33 meetings ; one meeting of a sub-committee was also held.

Duties of the Committee.

The duties of the Committee, which also sits from time to time as the Licensing Committee, are—

(a) To hear all applications for the licensing of places for music or music and dancing under the Acts 25 Geo. II., cap. 36, and 38 Vic., cap. 21, within the County of London, and also for the licensing for stage-plays under the Act of 6 and 7 Vic., cap. 68, of places within the county but outside the jurisdiction of the Lord Chamberlain; and to report thereon to the Council.

(b) To consider and report to the Council upon all questions arising out of or connected with the 11th and 12th sections of the Metropolis Management and Building Acts Amendment Act, 1878, relating to theatres, music-halls, and other places of public

entertainment; and the 45th section of the Metropolitan Board of Works (Various Powers) Act, 1882, relating to the improvement of the means of exit from such buildings.

Annual licensing sessions.

The Committee sat as the Licensing Committee at the Sessions House, Clerkenwell, on 2nd November, 1903, and at the Sessions House, Newington, on 9th November, 1903, for the purpose of hearing applications for, and any opposition to, the granting or renewal of licences for music, or music and dancing for premises within the administrative County of London, and for the performance of stage-plays in premises within the county but outside the jurisdiction of the Lord Chamberlain.

The total number of applications for licences was as follows—

			Stage-plays.	Music and Dancing or Music only.		
North of the Thames	...	{ Renewals 12 } — 12	{ Renewals 196 } — 209	...	221	
		{ New 0 }	{ New 13 }			
South of the Thames	...	{ Renewals 9 } — 9	{ Renewals 103 } — 106	...	115	
		{ New 0 }	{ New 5 }			
		21	315		336	

The number of applications for licences showed an increase of 1 upon that of the previous year.

Inspection of licensed premises.

All places of public entertainment in the county, which are licensed by the Lord Chamberlain and the Council, are inspected from time to time during the year by officers belonging to the superintending architect's and engineer's departments and the fire brigade, with a view to seeing that the arrangements made for the prevention of fire and for the safety, etc., of the public are properly maintained. Detailed inspections are also being made as rapidly as circumstances will admit of the older and less satisfactory places of public entertainment, with a view to ascertaining what alterations are required to bring the premises as far as possible up to the standard of safety required for modern places of public entertainment. The Committee are glad to be able to state that gratifying progress has been made in this direction, although as the work entailed is necessarily very heavy, especially that devolving upon the staff of the superintending architect, a considerable time must elapse before all the buildings over which the Council exercises control can be said to be as safe as it is possible to make them without anything unreasonable being demanded of the proprietors. As an example of the progress made it may be stated that there is not at the present time a theatre or important music-hall in London where a fire-resisting curtain has not been provided to cut off the auditorium from the stage in the event of an outbreak of fire. New buildings are erected in accordance with the regulations which were adopted by the Council in July, 1901, after twelve years' experience in the construction and working of places of public entertainment in London, supplemented by a study of the regulations in force in foreign countries. During the year two new theatres, viz., the Marlborough and the new Gaiety, and two new music-halls, viz., the Chelsea Palace and the Shepherd's Bush Empire, were opened to the public, whilst one theatre, the old Gaiety, was closed prior to being pulled down in connection with the Holborn to Strand Improvement. Plans in respect of five projected theatres and two music-halls have been approved by the Council.

Frequent visits are also made to the buildings during the time they are open for performances by the officers of the Council in order to ascertain whether the Council's rules as to the maintenance of proper gangways, unobstructed exits, efficient systems of lighting, etc., are adhered to.

The following table shows the number and nature of the premises over which the Council exercises control—

Description of premises.	Licensed by the Council for					Licensed by the Lord Chamberlain.	Patent theatres.	Total No. of places
	Music.	Music and dancing.	Stage-plays.	Total No. of licences.	Total No. of places.			
Art galleries ...	1	1	—	2	2	—	—	2
Assembly rooms ...	1	11	1	13	10	—	—	10
Drill halls ...	—	4	—	4	4	—	—	4
Exhibitions ...	1	5	2	8	5	—	—	5
Hotels ...	23	15	—	38	32	—	—	32
Halls (Mission) ...	22	15	—	37	36	—	—	36
Halls (other than Mission) ...	16	47	4	67	62	—	—	62
Institutes ...	9	7	—	16	16	1*	—	16
Music halls ...	4	40	1	45	44	—	—	44
Polytechnics ...	3	1	—	4	4	—	—	4
Public-houses ...	14	7	—	21	21	—	—	21
Public baths ...	—	12	—	12	12	—	—	12
Restaurants ...	16	7	—	23	23	—	—	23
Skating rinks ...	2	2	—	4	4	—	—	4
Schools ...	3	3	—	6	6	—	—	6
Theatres ...	—	1	11	12	11	41	2	54
Town halls ...	—	17	1	18	17	1*	—	17
Totals ...	115	195	20	330	309	43	2	352

* Also licensed by the Council for music and dancing.

Numerous inspections have been necessitated by the continued popularity of cinematograph entertainments. The regulations of the Council respecting the use of the cinematograph lanterns, etc., have been found to work extremely well, and are now so widely known that it is rarely the Council's officers report a case of non-compliance with them. The number of inspections made by the officers of the fire brigade in connection with these entertainments during the 12 months ended 31st March, 1904, was 331.

Many inspections have also been made during the year by officials of the engineer's department of theatres and other places of public resort in regard to the electric lighting and heating arrangements.

The Council's inspectors under the Explosives and Petroleum Acts constantly visit all places in the county which are licensed for stage-plays or for music and dancing, to ascertain what, if any, explosives are stored on the premises or are in use in connection with the performances, and also to find out whether proper care is exercised by the management of such places to guard against peril from the use of dangerous substances, and the chief officer of the Public Control department reports the result of such inspections to the Committee from time to time.

Inspections have been made by inspectors engaged under the order of the Council as to the conduct of licensed premises, and also as to the use of certain unlicensed buildings, and the amount expended on this service during the year was £27 17s. 10d.

Overcrowding in theatres.

During the year the Committee have continued to give their earnest attention to the question of overcrowding in theatres, etc., and they have used every endeavour to prevent the dangerous practice of allowing persons to stand or sit in the gangways of such places when all the permanent seats are filled. As before pointed out, the difficulty of the Council's position is greatly increased by the fact that refusal to renew a licence is the only penalty which can be inflicted upon a licensee of a place of public amusement other than a theatre for overcrowding his premises so as to be a danger to the audience in the event of fire or panic. The great majority of theatres are in the jurisdiction of the Lord Chamberlain for licensing purposes, and the Committee are pleased to be able to state that his lordship has expressed his concurrence in the attitude of the Council towards overcrowding, and has taken steps to prevent any repetition of the offence when the Council's officers have reported a case of overcrowding or of standing or sitting in the gangways at any theatre under his control.

Fires in theatres, etc.

The fatal fire which occurred at the Iroquois Theatre in Chicago on 30th December, 1903, and resulted in the loss of over 600 lives, directed general attention to the risks of fire and panic in theatres. The Committee have had before them all the information that it was possible to get concerning the cause of the fire and its disastrous consequences, and as the result they were able, in March last, to submit to the Council some useful amendments in the rules to be observed at theatres and music-halls licensed by the Council. The Committee, while feeling strongly that it is impossible to devise any absolute safeguard against fire or panic in theatres and other places of public entertainment, desire to take this opportunity of expressing their opinion that such a combination of circumstances as led to the fearful disaster at the Iroquois Theatre could not arise in the case of any theatre or music-hall in London.

No serious outbreak of fire has occurred during the year in any place of public amusement in the county. There were, however, several outbreaks (generally when the public were not in the building), which were all extinguished before they attained serious proportions, in the majority of cases by the management without the assistance of the fire brigade. The stage is naturally the portion of the premises where a fire would most likely originate, and the Committee have on all occasions endeavoured to diminish the risk in this part of the house, by requiring that as far as possible the stage and its appurtenances shall be made fire-resisting, and be separated from the auditorium portion of the premises by a brick proscenium wall and fire-resisting curtain.

Since the Chicago fire above referred to the Council and the Lord Chamberlain have required all scenery to be treated with a fire-resisting solution, and all theatres and music-halls to be placed in direct telephonic communication with the nearest fire brigade station, and there can be no doubt that by the adoption of these regulations the risk of fire in theatres will be greatly reduced.

Theatres licensed by the Lord Chamberlain.

The Lord Chamberlain annually, before granting licences for theatres within his jurisdiction, communicates with the Council in regard to the structural fitness of the buildings for the purposes for which they are proposed to be used, and the Committee desire to record their appreciation of the valuable assistance given by his lordship in getting the lessees to effect the alterations which are considered necessary for the safety of the public. The Committee are pleased to be able to state that the whole of the theatres licensed by the Lord Chamberlain have now been most carefully inspected and suggestions made for bringing them as far as possible up to the standard required for new premises. In many cases the work required has been executed and it is hoped that before long the whole of the theatres will have been made as satisfactory as it is reasonably possible to do.

Patent Theatres.

During the year the Committee have given attention to the question of rendering satisfactory the structural condition of the two theatres which are kept open under letters patent from the Crown, viz., Covent Garden and Drury Lane. In the case of the former theatre it is gratifying to be able to state that after negotiations extending over a long period an agreement has been

arrived at with regard to the whole of the Council's suggestions for the improvement of the theatre. A great deal of work to give effect to this agreement has been done, and it is hoped that it will be possible to report to the Council at an early date that all the requirements have been satisfactorily complied with.

With regard to Drury Lane Theatre a detailed list of suggestions for improving the theatre was sent to the owners in April, 1903, and at their request these suggestions will be embodied in a sealed notice under the Metropolis Management and Building Acts Amendment Act, 1878, in order that any difference of opinion as to any of the suggestions may be settled by an independent arbitrator appointed by His Majesty's First Commissioner of Works, as provided for in this Act.

ALGERNON WEST,
Chairman.

REPORT OF THE WORKS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of Committees, were as follows:—

Chairman—A. M. Torrance.

Vice-Chairman—D. S. Waterlow.

Idris, T. H. W.
Sharp, Lewen

Smith, Edward
Ward, Henry

Welby, Lord

During the year the Committee held thirty-five meetings, and there was one meeting of a Sub-Committee.

Functions of Committee.

The Council on 22nd November, 1892, adopted a scheme which provided (1) for the appointment of a committee to carry out all works which the Council might resolve to execute without the intervention of a contractor; and (2) for the formation of a Works department, to execute all works upon plans prepared by the engineer or the architect. The Works department was thereupon formed, and a Works Committee and a manager of works appointed. This system continued until 1897, when, as the result of an inquiry into the management and financial position of the department, the existence of the Works Committee was terminated and the execution of works ordered to be carried out without the intervention of a contractor devolved upon the manager of works, who was empowered to undertake or refuse the execution of all estimated works offered to him at the amount of the estimate of the supervising officer, and also to execute jobbing works and repairs, and he was responsible to the executive committees of the Council in the same way as a contractor would be, while the financial control of the Works department and the supervision of the purchase of materials, plant, horses, etc., required by the department devolved upon the Finance Committee. In March, 1902, however, the Council resolved to reappoint a Works Committee of seven members to carry out, unless in any case otherwise ordered, all works which the Council might determine to execute without the intervention of a contractor.

The Committee are entrusted with power to enter into any contract and to incur any expenditure (within the limit of the estimate at which each work is accepted) necessary for the carrying out of the works referred to them for execution. The control of all officials on yearly salaries in the Works department is also vested in the Committee—the employment and control of officials on weekly wages (with the exception of the staff of the Works accountant), and of all foremen, timekeepers and workmen devolving upon the manager. In addition, the Committee submit to the Council recommendations with regard to the minimum rate of wages and maximum hours of labour to be paid and observed in works which are in the nature of construction or manufacture carried out by or for the Council on a site wholly or partially within a radius of twenty miles from Charing Cross.

Work executed.

The Committee during the year ended 31st March, 1904, have executed work to the amount of £416,205 16s. 6d., made up as follows—

Estimated works	...	...	...	...	£363,767	9	4
Jobbing works	...	...	...	...	52,438	7	2
Total	...	...	...	...	£416,205	16	6

The amount of work executed during the previous year was £349,153 0s. 8d.

Under the standing orders the Committee are required to submit to the Council, within three months of the specified dates, statements showing the estimated and actual cost of works completed by them up to 30th September and 31st March in each year; such statements, in respect of the half-years ended 30th September, 1903, and 31st March, 1904, show, in the case of estimated works, a balance of cost below final certificate of £31,614 7s. 11d., or 9·61 per cent., and in the case of jobbing works a balance of cost below schedule value of £3,547 10s. 11d., or 7·11 per cent. It will be observed that the actual cost of the works included in these statements, after deducting the sum of £697 4s. 7d. for cost of supplementary works, for which there was no original estimate of cost, is no less than £51,225 2s. 11d. below the total of the accepted estimates. In other

words, the actual cost to the Council of the works in the statement was £51,225 2s. 11d. less than was anticipated when the works were referred to the Committee for execution. The following is a summary of the two statements—

(a) ESTIMATED WORKS.

Supervising officer.	No. of works included in statement.	Accepted estimate.	Final certificate.	Actual cost.
		£ s. d.	£ s. d.	£ s. d.
<i>Half-year ended 30th Sept., 1903—</i>				
Architect	10	*57,124 5 11	55,482 7 5	51,142 17 -
Engineer... ..	10	185,750 - -	177,041 19 8	155,528 - 8
<i>Half-year ended 31st March, 1904—</i>				
Architect	7	†54,906 10 2	31,846 12 2	30,568 5 7
Engineer... ..	6	49,198 3 8	63,023 7 5	58,643 8 9
Chief officer, Parks department	1	626 - -	613 12 -	497 4 10
Supplementary accounts in respect of works already reported	6	—	683 10 8	697 4 7
Total...		£347,604 19 9	£328,691 9 4	£297,077 1 5

Total balance of cost *below* final estimate, £31,614 7s. 11d.

(b) JOBBING WORKS.

	Schedule value.	Actual cost.
	£ s. d.	£ s. d.
Year 1902-1903 (balance)	27,458 17 11	25,575 9 5
Year 1903-1904 (part)	22,405 17 5	20,741 15 -
Total	49,864 15 4	46,317 4 5

Total balance of cost *below* schedule value, £3,547 10s. 11d.

(c) WORKS EXECUTED ON THE BASIS OF ACTUAL COST.

Supervising officer.	No. of works included in statement.	Actual cost.
<i>Half-year ended 30th Sept., 1903—</i>		£ s. d.
Architect	1	14,379 10 1
<i>Half-year ended 31st March 1904—</i>		
Architect... ..	1	1,115 18 -
Supplementary account in respect of work already reported	1	8 4 9
Total ...		£15,503 12 10

One of the works included in table (c) was the erection of the first portion of the Clapham car-sheds, which was, with a view to expedition, undertaken without the preparation beforehand of a specification and bills of quantities, thus proving the advantage to the Council of the department on occasions of emergency.

The schedule of prices for jobbing works carried out under the supervision of the architect, and the percentage allowed on the prices in that schedule, were revised as from 1st July, 1903.

Work in course of execution.

At the end of the financial year 32 estimated works, representing an estimated expenditure of about £1,017,000, were, in addition to jobbing works, in course of execution by the Works Committee. Part of the expenditure on these works was incurred during the year under review and previous years, and the time stipulated for completion of some of them does not expire until the year 1906.

* Including amount of final certificates in the case of three works executed on a schedule of prices, viz., £23,001 5s. 11d.
† Including amount of final certificates in the case of two works executed on a schedule of prices, viz., £18,446 10s. 2d.

General and establishment charges.

The amount of establishment and general charges spread over the whole of the works carried out within the year was £22,503 12s. 4d., which included charges for interest on capital outlay, £2,746 17s. 5d.; repayment of capital, £2,082 11s. 0d.; interest on working capital, £2,393; salaries and wages of staff, £11,001 8s. 11d.; also rates, taxes, insurance, compensations, etc. The amount was distributed over the works by adding 2 per cent. for general and $4\frac{1}{2}$ per cent. for establishment charges to the total expenditure on labour and materials in the case of works completed during the first half of the year, and $1\frac{1}{2}$ per cent. and 4 per cent. in the case of works completed during the second half-year; at the close of the year '829 per cent. for general and 3·691 per cent. for establishment charges was added to the expenditure on works then incomplete. In addition to this amount £11,876 19s. 1d. was charged to estimated works, and £1,183 5s. $9\frac{1}{2}$ d. to jobbing works for depreciation and loss of plant.

The percentages added to the cost of jobbing works to cover the use and waste of plant and general and establishment charges for the year under review were 3, 2 and 8 respectively.

Compensation for accidents, etc.

Since the inception of the department very few cases of fatal accidents have occurred, no such accidents being recorded since the year 1896-7 until the year under review, in which three workmen sustained injuries which resulted in death. The verdict of the coroners' jury in each case was "Accidental death," no blame being attached to the Council, and the dependent relatives of the men were compensated in respect of their loss.

In cases of injury to workmen in the employ of the department, where contributory negligence on the part of the workman is not apparent, it is the custom to make an allowance to the person injured, which usually takes the form of half-pay from the date of the accident until he returns to work. Under the Workmen's Compensation Act, 1897, no compensation is payable until the expiration of a fortnight from the date of injury, so that the Council's practice compares favourably with its legal obligation.

		£	s.	d.
The amounts paid as compensation during the year were as follows—				
Injuries to workmen and compensation to dependent relatives of workmen who sustained fatal injuries	...	874	—	—
Doctors' fees and law expenses in connection with injured workmen	...	127	2	9
Damage to property	...	401	3	$1\frac{1}{2}$
Payments for injuries to persons other than workmen	...	59	11	4
		£1,461	17	$2\frac{1}{2}$

The total amount paid as compensation during the previous year was £2,270 2s. 9d. All sums paid as compensation for injuries to persons or damage to property are debited to the general charges account, and consequently distributed by means of a percentage over the cost of the whole of the works in progress.

The amount paid to workmen includes an annuity of £25 a year, granted as from 1st January, 1898, to J. Townshend, bricklayer, under section 44 of the Council's General Powers Act, 1895, as compensation for injuries sustained by him while in the Council's service. Townshend died in November, 1903, when the annuity ceased.

Capital expenditure.

The total capital expenditure up to 31st March, 1904, for the purposes of the Works department, amounted to £112,267 2s. 4d., made up as follows—

		£	s.	d.
<i>Central works—</i>				
Purchase of premises at Belvedere-road, Lambeth, and expenses in connection therewith, less receipts	...	39,038	18	6
Erection of new workshops, stables, boiler-house, chimney shaft, new offices, smith's shops, and paving entrance and roads at Central works, etc.	...	48,301	19	11
Enlargement of store buildings, provision of mess-room and conveniences, drying-room, alterations to pipes, and provision of additional protection from fire	...	4,145	11	3
Enclosure of foreshore and expenses in connection therewith	...	2,044	13	—
New river wall and reservoirs at the Central works	...	6,905	1	6
New ballast screen, etc.	...	2,632	17	7
		103,069	1	9
<i>Battersea depot—</i>				
Purchase of land	...	6,519	10	2
Enclosure of foreshore	...	130	5	—
New river wall	...	980	—	6
Stabling, etc.	...	1,568	4	11
		£9,198	—	7
Total	...	£112,267	2	4
Grand total	...	£112,267	2	4

The total amount repaid to 31st March, 1904, in respect of the above capital expenditure was £17,545 5s. 2d.

Appeals decided.

Eight appeals were decided by the Committee during the year. These related to the proposed construction, the reconstruction, or the alteration of sewers, drains or water-closets, and the apportionment of the cost of construction of part of a certain sewer. Two were allowed and five dismissed, and in the remaining case the Committee varied the order appealed against.

REPORT OF THE SMALL HOLDINGS COMMITTEE.

The members of the Committee at the beginning of March, 1904, previously to the reconstitution of Committees, were as follows--

Chairman—J. Allen Baker.

Vice-Chairman—W. C. Johnson.

Carrington, Earl
Emden, T. W. L.

Gilbert, J. D.
Jackson, R. S.

McDougall, Sir J.
Wilberforce, H. W. W.

During the year ended 31st March, 1904, the Committee held seven meetings.

RECEIPTS AND EXPENDITURE.

During the year the working of the allotments at West Ham, East Ham and East Greenwich, and of the small holdings at Perry-rise, Plumstead, Shooter's-hill-road and West Norwood, has continued satisfactory.

The following is a statement of the receipts and expenditure for the year ended 31st March, 1904, in connection with the small holdings and allotments under the control of the Committee—

Maintenance Account, 1903-4.

Allotments or Small Holdings.	Receipts.	Expenditure.
	£ s. d.	£ s. d.
<i>Allotments.</i>		
Millmeads (West Ham)	93 18 -	39 8 7
East Ham	4 10 9	4 18 2
East Greenwich	33 4 1	48 17 2
<i>Small holdings.</i>		
Perry-rise	43 1 6	49 2 4
Plumstead (Church-manorway, west)	59 8 -	57 8 11
Plumstead (Church-manorway, east)	27 3 -	27 - 1
Shooter's-hill-road	40 18 -	34 6 4
West Norwood	38 16 6	29 18 -
	342 6 4	290 19 7

The Council is still restricted in providing allotments, as, except where it has decided to utilise, as at Millmeads, East Ham and East Greenwich, certain lands not immediately required for other purposes, by letting them in small plots which are in effect allotments, it can proceed only under the Small Holdings Act, 1892, inasmuch as the Allotments Acts of 1887 and 1890 do not apply to London. The Small Holdings Act enables the Council to purchase or lease land, to adapt it, and to sell or let it for small holdings, but owing to the definition of the term "small holding" the Council is precluded from selling or letting direct to tenants land in plots under an acre in area. As in the county of London the chief demand is for plots under an acre in extent, the Council has again decided to put forward the Allotments (London) Bill, which was prepared with the object of removing the restriction above referred to.

Under section 33 of the Local Government Act, 1894, the Local Government Board may confer upon the local authorities in the county of London the powers of a parish council in regard to hiring land for allotments. The only local authority in the county, however, at present possessing these powers is the Greenwich Metropolitan Borough Council, under orders to the late Vestries of Charlton and Greenwich, dated 25th April, 1896, and 4th May, 1896.

Plumstead (Church-manorway, east estate) and East Greenwich allotments.

Owing to the very heavy rainfall experienced during the summer of 1903 considerable damage was done to the crops on the Church-manorway, east estate, and the Council accordingly, although in no way bound to do so, remitted a quarter's rent to all the tenants. The total of the rents remitted amounted to £11 2s. 3d. A similar course was adopted in connection with some of the plots at the East Greenwich and East Ham allotments which had also been damaged by floods.

Plumstead (Church-manorway, west estate).

The Council has succeeded in renewing, until Michaelmas, 1906, the lease of Church-manorway, west estate, on the same terms as are contained in the existing lease. The annual rent payable by the Council is at the rate of £2 10s. per acre.

PARTICULARS OF SMALL HOLDINGS AND ALLOTMENTS UNDER THE COUNCIL'S CONTROL.

Name of estate.	Date of acquisition.	Rent payable.	Date of expiry of lease.	Rent received from tenants, 1903-1904.	Area.	Number of small holdings.	Number of cultivators.
<i>Small Holdings—</i>		£ s. d.		£ s. d.	a. r. p.		
Catford, Perry-rise estate	27 Nov., '94	29 9 6	Ladyday, 1909 ...	43 1 6	10 2 35	7	96
§Plumstead (Church-manorway, west estate)	28 July, '96	33 9 -	Michaelmas, 1906	59 8 -	13 1 21	8	127
Plumstead (Church-manorway, east estate)	22 Dec., '98	†† Council's freehold ...		27 3 -	8 - 3	4	74
Shooter's-hill-road estate	16 Feb., '97	25 - -	Yearly tenancy...	40 18 -	10 3 6	8	101
West Norwood estate ...	3 Mar., '96	24 2 6	Ladyday, 1910 ...	38 16 6	12 - 25	5	57
<i>Allotments—</i>							
*Millmeads, West Ham	Mar., '93(†)	30 - -	Council's freehold	93 18 -	28 - 37	—	179
†East Ham ...	19 Dec., '93(†)	3 - -	Council's freehold	4 10 9	2 - 5	—	20
**East Greenwich ...	10 April, '00(†)	12 - -	Council's freehold	33 4 1	5 3 20	—	80

§ Includes rent of cottage upon this estate which is let on a weekly tenancy at a rent of 5s. per week.

* Land acquired in connection with Abbey-mills pumping-station.

† Land acquired in connection with the Northern outfall sewer.

** Land acquired in connection with Blackwall-tunnel.

† Date of transfer from the control of the Main Drainage or Bridges Committee.

†† Interest and sinking fund charges amounted for the year to £23 12s. 1d.

J. ALLEN BAKER,
Chairman.

Issued by order of the Council,

G. L. GOMME,

Clerk of the Council.

November, 1904.

APPENDIX A.

Expenditure by the London County Council on capital account.

Purpose.	1889-90 to 1893-4 (5 years).	1894-5.	1895-6.	1896-7.	1897-8.	1898-9.	1899-1900.	1900-1.	1901-2.	1902-3.	1903-4.	Total.	Percentage of grand total.
I. UNRENUMERATIVE—													
Asylums ...	591,572	63,789	64,905	147,851	229,563	287,400	277,275	207,573	172,857	96,387	46,412	2,185,564	9.2
Bridges, tunnels and ferry ...	706,664	281,664	143,702	200,976	156,033	83,948	*103,058	131,794	108,796	233,238	189,060	2,338,933	9.8
Electricity-meter, gas-meter and weights and measures testing stations ...	23,139	6,113	5,319	4,858	16,476	5,580	6,475	6,762	13,976	4,028	3,736	96,462	4
Fire Brigade ...	194,037	66,192	54,017	74,521	30,808	38,738	81,729	86,958	69,296	77,258	101,698	875,252	3.7
Housing of the Working Classes—Clearance schemes ...	303,207	33,021	23,716	20,372	17,347	145,411	*173,716	92,435	64,838	†89,008	34,589	819,644	3.4
Main drainage ...	726,338	77,037	79,836	61,204	110,420	88,567	157,286	85,004	171,766	164,924	173,160	1,895,542	8.0
Parks and open spaces ...	458,613	106,034	20,238	21,191	22,245	63,656	19,038	23,907	90,166	98,730	69,534	993,852	4.2
Street improvements, including Thames-embankments and contributions to local improvements	392,705	91,068	94,621	88,130	200,300	371,394	867,341	1,214,839	1,691,834	2,387,433	1,492,121	8,891,786	37.4
Miscellaneous—													
Council offices ...	12,060	—	—	—	—	1,747	45,694	115,446	215	2,984	—	178,146	7
Technical education ...	—	—	—	—	—	12,414	—	4,008	3,763	—	74,118	94,303	4
Workshops and storeyards ...	39,873	19,620	26,634	11,561	5,737	276	1,902	5,209	1,456	—	—	112,268	5
Other ...	43,368	4,872	3,752	11,082	13,945	5,901	20,513	52,710	33,184	30,994	33,391	255,712	1.1
Total	3,463,576	749,410	516,740	641,746	802,874	1,105,032	1,754,027	2,026,645	2,422,147	3,006,948	2,217,819	18,736,964	78.8
II. REMUNERATIVE—													
Tramways ...	4,203	1,796	102,847	749	698,648	809,579	88,047	36,857	29,917	722,066	812,956	3,307,665	13.9
Working-class dwellings—													
(i.) Under the Housing of the Working Classes Acts ...	58,369	51,681	70,734	105,211	106,436	76,420	*109,728	211,534	285,486	127,976	182,249	1,385,824	5.9
ii.) Under Acts relating to—													
(a) Street improvements ...	—	—	—	—	—	—	—	—	36,287	66,804	95,256	198,347	8
(b) Bridges and tunnels ...	33,252	23,689	1,020	10,932	1,725	185	1,116	11,173	20,515	19,314	24,812	147,733	6
Miscellaneous (small holdings and boating in parks) ...	—	—	—	—	—	819	50	—	217	1,847	889	3,822	—
Total	95,824	77,166	174,601	116,892	806,809	887,003	198,941	259,564	372,422	938,007	1,116,162	5,043,391	21.2
GRAND TOTAL...	3,589,400	826,576	691,341	758,638	1,609,683	1,992,035	1,952,968	2,286,209	2,794,569	3,944,955	3,333,981	23,780,355	100.0

† Receipts in excess of expenditure after allowing for £288,000 charged to head of street improvements in respect of lands purchased for Clare-market scheme and subsequently used for the Holborn to Strand new street.

H. E. HAWARD,
Comptroller.

Statement of Appropriations for the Redemption of Debt, and

	£	s.	d.	£	s.	d.
Appropriations to 31st March, 1903 (<i>Vide</i> Appendix B to Annual Report, 1902-3)				28,927,115	-	2
Less—Debt paid off in 1903-4				92,581	9	7
				<u>28,834,533</u>	10	7
 Further Appropriations in 1903-4—						
Amounts raised by rate for redemption—						
Metropolitan Consolidated Stock (1929)	...	...	...	275,167	4	3
" " (1941)	...	...	...	173,584	3	7
" " (1949)	...	...	...	80,551	4	5
London County Consolidated Stock	...	...	...	135,589	17	11
				<u>664,892</u>	10	2
 Amounts provided for redemption out of receipts of various undertakings—						
	£	s.	d.			
Working Class Dwellings and Lodging Houses	10,401	1	8			
Tramways	69,651	17	9			
Works Department	2,082	11	-			
Technical Education	341	6	7			
Small Holdings	1	3	3			
Parks—Boating	17	7	5	82,495	7	8
 Sinking Fund of Main Drainage debt—Contributions from out-county districts				5,279	-	9
Unclaimed dividends on Consolidated Stock				90	10	-
Fine on early repayment of loan				21	-	-
Amount payable under Act 3 Ed. VII., c. clxxxvii, by Croydon Corporation towards Metropolitan main drainage debt				7,693	3	2
Loans advanced to sundry persons under the Small Dwellings Acquisition Act, 1899, out of money raised by the issue of stock, and taken as assets of the Sinking Fund				960	-	-
Proceeds of sales of property (old materials, etc.), excluded from valuation of surplus lands, and of horses, etc., formerly worked in connection with the Council's tramways (less expenses of sale)				88,615	12	5
Further valuation of land brought into credit				844,669	-	5
				<u>1,694,716</u>	4	7

£30,529,249 15 2

DIX B.

their disposal (pending final application), on 31st March, 1904.

	£	s.	d.	£	s.	d.
*Loans to local authorities—						
Balance outstanding on 31st March, 1903	23,794,014	4	9			
Advances in 1903-4	2,175,996	—	—			
	25,970,010	4	9			
Less—Repayments in 1903-4	1,130,549	10	8			
				24,839,460	14	1
Loans to sundry persons under the Small Dwellings Acquisition Act, 1899—						
Advances in 1903-4	960	—	—			
Less—Repayments in 1903-4	15	4	2			
				944	15	10
Advances to Capital Accounts for use at interest, under section 18 of 49 and 50 Vic., c. 44, and subsequent Money Acts, to be repaid within certain periods approved by the Treasury—						
Balance outstanding on 31st March, 1903	896,034	—	11			
Less—Repayment of amount advanced to Asylums Capital Account, 31st March, 1903...	8,537	19	9			
	887,496	1	2			
Advances in 1903-4	30,859	9	8			
	918,355	10	10			
Less—Repayments in 1903-4	64,188	11	9			
				854,166	19	1
Surplus land and property held along lines of street improvements, etc., subject to realisation before the Stock out of the proceeds of which the improvements were effected is redeemable—						
Estimated value on 31st March, 1903	4,034,573	—	—			
Less—Realisation from sales in 1903-4	299,689	—	5			
	3,734,883	19	7			
Add—Further valuation brought into credit...	844,669	—	5			
				4,579,553	—	—
Capital portion of annuity payable by Middlesex County Council in repayment of the sum due to London on the apportionment of the property, debts and liabilities of the former County of Middlesex, under the Local Government Act, 1888—						
Balance outstanding on 31st March, 1903	58,635	5	11			
Less—Amount received in 1903-4	2,793	4	10			
				55,842	1	1
Capital portion of annuity payable by the Tottenham and Wood-green Joint Drainage Committee under section 10 of the Tottenham and Wood-green Sewerage Act, 1891—						
Balance outstanding on 31st March, 1903	29,627	18	1			
Less—Amount received in 1903-4	259	1	9			
				29,368	16	4
Capital portion of annuity payable by the Willesden Urban District Council under section 5 (a) of the Willesden Sewerage Act, 1896—						
Balance outstanding on 31st March, 1903	5,113	11	—			
Less—Amount received in 1903-4	230	4	1			
				4,883	6	11
Capital portion of annuity payable by East Ham Urban District Council under section 52 (a) of the London County Council (General Powers) Act, 1897—						
Balance outstanding on 31st March, 1903	760	10	7			
Less—Amount received in 1903-4	16	15	7			
				743	15	—
Capital portion of annuity payable by Croydon Corporation under section 59 (a) of the London County Council (General Powers) Act, 1903				7,693	3	2
Cash balance in hand, 31st March, 1904				156,593	3	8
				£30,529,249	15	2

H. E. HAWARD,
Comptroller.

*Including loans advanced to the School Board for London, which, under the Education (London) Act, 1903, were transferred to the London County Council.

SCHEDULE OF LOANS SANCTIONED BY THE

Purpose.	1889-90.		1890-1.		1891-2.		1892-3.		1893-4.		1894-5.		1895-6.		1896-7.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£		£		£		£		£		£		£		£
Paving works (including loans to pay off old bond debts)	11	48,600	16	62,600	17	99,600	28	139,200	25	164,700	22	148,800	22	144,300	24	222,101
Sewerage and drainage works	1	11,500	4	17,100	2	2,900	7	39,100	10	34,390	10	42,625	9	42,600	4	28,145
Street improvements (including bridges) ...	7	37,100	5	33,500	8	35,300	6	17,200	14	63,550	9	29,650	8	37,065	15	71,335
Town halls, offices, &c. ...	2	25,000	1	1,600	...	...	2	31,700	3	8,500	7	32,750	5	35,650	3	22,440
Depots, docks, stables, horses, carts, workshops, &c., and disposal of dust	3	10,600	5	18,600	5	41,600	6	20,100	6	22,500	5	28,500	8	67,175	7	22,810
Parks and open spaces ...	3	28,247	5	33,400	6	30,600	7	47,400	6	59,800	3	7,970	4	20,440	5	15,150
Electric lighting (including meters and street lighting) ...	...	...	1	10,000	1	60,000	...	...	4	51,700	2	38,700	5	91,267	9	203,980
Schemes under the Housing of Working Classes Act, 1890—																
Part II. ... ..	...	...	...	...	...	...	...	...	...	...	2	11,375	4	26,900	2	13,000
Part III. ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mortuaries ... ..	...	...	...	...	...	...	1	1,500	...	...	2	2,970	1	1,845	...	...
Repayment of outstanding loans ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
To enable a borough council to make an advance under Small Dwellings Acquisition Act ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	27	161,047	37	176,800	39	270,000	57	296,200	68	405,140	62	343,340	66	467,242	69	598,961

DIX C.

COUNCIL FROM 1889-90 TO 1903-4 INCLUSIVE.

1897-8.		1898-9.		1899-1900.		1900-1.		1901-2.		1902-3.		1903-4.		Total.		Purpose.
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
	£		£		£		£		£		£		£		£	
27	207,240	26	193,968	44	379,827	39	366,070	34	290,793	33	210,959	34	271,426	402	2,950,184	Paving works (including loans to pay off old bond debts).
6	24,565	3	13,350	8	41,328	9	56,265	4	20,895	5	43,487	6	10,315	88	428,565	Sewerage and drainage works.
15	71,025	8	71,028	10	58,225	9	30,370	18	140,537	25	283,957	29	144,055	186	1,123,897	Street improvements (including bridges).
3	12,490	8	66,195	3	15,770	3	19,858	12	100,950	4	82,850	7	75,402	63	531,155	Town halls, offices, &c.
9	46,320	7	52,230	12	125,940	19	147,536	11	91,224	21	93,484	13	152,701	137	941,320	Depots, docks, stables, horses, carts, workshops &c., and disposal of dust.
5	31,552	3	21,222	3	21,616	2	6,100	10	50,035	3	37,710	3	8,377	68	419,619	Parks and open spaces.
5	87,090	22	318,436	25	521,144	31	529,362	50	577,998	26	549,371	35	248,701	216	3,287,749	Electric lighting (including meters and street lighting).
...	...	1	10,000	2	16,145	4	34,745	...	...	3	18,819	2	10,234	20	141,218	Schemes under the Housing of Working Classes Act, 1890— Part II. Part III.
...	...	...	...	...	...	...	...	5	79,900	9	55,715	18	313,905	32	448,920	
...	...	...	...	...	...	2	6,197	1	890	1	2,920	2	3,055	10	19,377	
...	...	...	...	...	...	...	...	3	118,555	4	30,150	1	2,400	8	151,105	Mortuaries.
...	...	...	...	...	...	...	...	...	...	1	240	...	...	1	240	Repayment of outstanding loans.
...	...	...	...	...	...	...	...	...	...	1	240	...	...	1	240	To enable a borough council to make an advance under Small Dwellings Acquisition Act.
70	480,282	78	746,429	107	1,179,995	118	1,196,503	148	1,471,177	135	1,409,662	150	1,240,571	1,231	10,443,349	

H. E. HAWARD,
Comptroller.

APPEN

LONDON COU

Receipts and Payments for the

RECEIPTS.

Description.	Amount.			
	£	s.	d.	£ s. d.
I.—INCOME ACCOUNTS.				
General County Account—				175,344 8 1
<i>Balance, 1st April, 1903</i>				
<i>Finance Committee.</i>				
Rate for General County Purposes at 14·125d. in the pound	2,390,292	16	8	
Transfer from Exchequer Contribution Account	62,371	1	4	
Grant from the Local Taxation Account under the Agricultural Rates Acts	782	4	2	
Stamp Duty on loans advanced, &c. (including office charges)	4,636	19	10	
Pensions—Contribution from H.M. Treasury in respect of men employed in Parks formerly maintained by Parliament	264	8	7	
Central Criminal Court—Fees	84	11	4	
Criminal Prosecutions—Costs recovered	8	18	6	
Fees on Stock Certificates	56	2	—	
	2,458,497	2	5	
<i>Bridges Committee.</i>				
Woolwich Ferry—Costs recovered	316	6	10	
Bridges—				
Contributions from Surrey County Council and from South-Eastern Railway Company, and sundry costs recovered	1,095	5	3	
Westminster Bridge Conveniences—Lavatory fees	123	4	6	
Blackwall Tunnel—Costs recovered	8	3	1	
Embankments—Costs recovered	198	7	11	
Thames Floods Prevention—Costs recovered	106	10	—	
	1,847	17	7	
<i>Building Act Committee.</i>				
Building Act Construction—Fees and sundry costs recovered	447	4	4	
Tribunal of Appeal—Fees and sundry receipts	96	2	4	
Factories and Workshops—Costs recovered	70	3	—	
	613	9	8	
<i>Establishment Committee.</i>				
Sale of publications and miscellaneous receipts	2,146	13	2	
Fees received by members of the Council for attendance on the Thames and Lee Conservancy Boards	444	13	2	
Services of chemist in the analysis of food	100	—	—	
Deposits on specifications for works under contract forfeited	95	7	—	
	2,786	13	4	
<i>Fire Brigade Committee.</i>				
Contributions—				
H.M. Treasury	10,000	—	—	
Insurance Offices	34,316	5	7	
From firemen towards rent	5,448	9	6	
Miscellaneous—Out-County Fires, Chimney Fire Penalties, &c.	1,526	11	4	
Theatres and Music Halls and Common Lodging Houses—Cost of inspection	1,782	3	—	
	53,073	9	5	
Carried forward ...	2,516,818	12	5	175,344 8 1

DIX D. NTY FUND.

year ended 31st March, 1904.

PAYMENTS.

Description.						Amount.		
I.—INCOME ACCOUNTS.						£	s.	d.
General County Account—						£	s.	d.
<i>Finance Committee.</i>								
Debt—								
Dividends on Stock and Interest on Loans—Amount charged on Rate						611,747	11	4
Interest on advances from the Consolidated Loans Fund to Capital								
Accounts						24,719	16	7
Redemption of Stock—Amount charged on Rate						497,299	8	8
Repayment of advances from the Consolidated Loans Fund to								
Capital Accounts						50,651	16	—
Management of Stock and London County Bills						21,929	7	4
Audit—Stamp Duty						1,820	—	—
Stamp Duty on Loans Advanced, &c.						2,290	12	10
Completed Improvements and Funds in Court						93	9	3
Appeal against Assessment to Income Tax—Costs						9	7	1
Superannuation and Provident Fund—Council's contributions and costs								
of investments, &c.						6,255	16	11
Pensions, &c.						30,723	11	3
Criminal Prosecutions—Expenses						19,082	17	8
London Quarter Sessions—Salaries						4,015	10	—
Central Criminal Court—Expenses						6,632	11	11
Costs of Justices in Licensing Appeals						422	16	3
Indoor Paupers—Grant to Guardians of 4d. a day per head						326,049	10	4
Incidental Expenses and Printing						1,178	5	8
Return of amounts received in excess on precepts						860	6	11
						1,605,792	16	—
<i>Bridges Committee.</i>								
Woolwich Ferry—Working expenses						22,384	16	11
Bridges—Maintenance						14,403	18	7
Blackwall Tunnel—Maintenance						9,813	—	8
Greenwich Tunnel—Maintenance						2,020	10	4
Embankments—Maintenance (exclusive of lighting)						8,979	5	—
Thames Floods Prevention—Cost of Inspection						698	6	10
Inspection of Railway Bridges—Expenses						45	12	1
Highgate Archway—Maintenance						5	5	10
Incidental Expenses and Printing						219	7	7
						58,570	3	10
<i>Building Act Committee.</i>								
London Building Act (1894)—								
Construction of Buildings—Professional and other charges						755	6	10
Fees to District Surveyors under section 155						135	12	—
Tribunal of Appeal—Expenses						803	6	2
Factories and Workshops—Expenses						3,322	13	2
						5,016	18	2
<i>Corporate Property Committee.</i>								
Endowed Charities Inquiry—Contribution to cost						500	—	—
Ground Plan of London—Expenses of preparation						2,061	2	1
Register of Council's property						363	9	5
Incidental Expenses and Printing						152	5	2
						3,076	16	8
<i>Establishment Committee.</i>								
Staff—Salaries and wages						141,600	8	5
Central Offices—Rent, Rates, Taxes, Repairs, &c.						29,264	2	8
Office Charges—Printing, Postage, Stationery, Travelling, &c....						19,422	14	4
						190,287	5	5
<i>Fire Brigade Committee.</i>								
Fire Brigade—Maintenance—								
Staff						123,076	—	9
Stations						30,873	10	2
Plant						44,621	2	8
Miscellaneous						20,343	7	7
						218,914	1	2
Carried forward ...						2,081,658	1	3

LONDON COUNTY

RECEIPTS.

Description.		Amount.			
		£	s.	d.	£ s. d.
I.—INCOME ACCOUNTS— <i>continued</i> .					
General County Account— <i>continued</i> .	Brought forward ...	2,516,818	12	5	175,344 8 1
<i>Highways Committee.</i>					
Subways—Amounts recovered from Gas and other Companies for cost		2,646	17	5	
of inspection and maintenance		583	12	10	
Electric Lighting—Fees for testing electricity meters		5,639	-	-	
Motor Car Act—Licence fees					
		8,869	10	3	
<i>Historical Records and Buildings Committee.</i>					
Horniman Museum, Library and Gardens—Rent of houses, etc. ...		518	3	6	
17, Fleet-street—Rent		470	5	-	
House-numbering certificates—Fees		95	9	10	
Search fees		65	3	2	
		1,149	1	6	
<i>Housing of the Working-Classes Committee.</i>					
Workmen's Trains—Receipts from advertising in return		7	10	-	
<i>Improvements Committee.</i>					
Transfer from Tramways Account for value of granite setts removed		292	5	2	
from Old-street		-	4	-	
Costs recovered		292	9	2	
<i>Local Government and Taxation Committee.</i>					
Map of London—Sales		176	4	-	
<i>Main Drainage Committee.</i>					
Contributions (exclusive of debt) from Out-County Districts		12,510	2	-	
Costs recovered for construction of drain junctions		98	19	9	
Use of cranes at pumping stations and outfalls		360	5	6	
Sludge vessels—Cost of repairs, &c., recovered		1,264	12	1	
Crossness School—Government grants, &c.		160	10	7	
Miscellaneous		7,135	9	11	
		21,529	19	10	
Carried forward ...		2,548,843	7	2	175,344 8 1

FUND, 1903-4—continued.

PAYMENTS.

Description.		Amount.			
I.—INCOME ACCOUNTS—continued.		£	s.	d.	£ s. d.
General County Account—continued.					
	Brought forward ...	2,081,658	1	3	
<i>General Purposes Committee.</i>					
Incidental Expenses and Printing ...	...	1,056	5	2	
<i>Highways Committee.</i>					
Embankments—Lighting (balance of expenditure included under Bridges Committee) ...	...	3,211	17	3	
Subways—Inspection and maintenance ...	...	613	5	7	
Electric Lighting—Expenses ...	...	2,010	13	10	
Main Roads—Payment to Stoke Newington Borough Council in respect of paving works ...	...	288	9	4	
Railway and Canal Traffic Act, 1888—Inspection of railway stations ...	...	40	2	—	
Light Railways—Expenses of opposing ...	...	92	10	10	
Motor Car Act—Expenses ...	...	201	1	9	
Incidental Expenses and Printing ...	...	6,458	—	7	
<i>Historical Records and Buildings Committee.</i>					
Horniman Museum, Library and Gardens—Maintenance ...	...	3,444	9	8	
Historical Buildings, &c.—Maintenance and sundry expenses ...	...	38	2	7	
Library—Purchase and binding of books ...	...	260	4	3	
Publication of Council's Records ...	...	131	2	6	
Naming and Numbering of streets—Expenses ...	...	804	11	4	
Incidental Expenses and Printing ...	...	109	16	9	
		4,788	7	1	
<i>Housing of the Working Classes Committee.</i>					
Workmen's trains—Inquiries ...	...	185	4	1	
Preparation of statistics and preliminary expenses in respect of rehousing persons displaced by improvements, and incidentals and printing	...	972	16	6	
		1,158	—	7	
<i>Improvements Committee.</i>					
Incidental Expenses and Printing ...	...	458	4	1	
<i>Local Government and Taxation Committee.</i>					
Appeals against assessments of Council's Property—Expenses ...	...	18	12	3	
Appeals against under Assessments and against totals ...	...	31	8	4	
Incidental Expenses and Printing ...	...	729	5	6	
Inquiry as to Main Roads—Expenses ...	...	100	9	—	
Registration of Electors—Expenses ...	...	13,725	19	2	
County Registers—Contributions towards cost ...	...	120	17	10	
Election of County Councillors—Costs ...	...	6,800	—	—	
Map of London—Cost of revising ...	...	235	17	1	
London Government Act, 1899—Expenses of Commission, &c. ...	...	2,150	11	5	
		23,913	—	7	
<i>Locomotion and Transport Committee.</i>					
Locomotion in London—Expenses of inquiry ...	...	770	17	6	
<i>Main Drainage Committee.</i>					
Sewerage and Drainage—Maintenance of Main Sewers ...	...	47,730	4	11	
Pumping Stations (excluding Crossness)—Maintenance ...	...	46,687	5	8	
Barking Outfall—Maintenance ...	...	53,997	—	5	
Crossness Outfall (including pumping station)—Maintenance ...	...	52,863	2	2	
Sludge Vessels—Cost of working ...	...	38,002	3	2	
Incidental Expenses and Printing ...	...	895	9	7	
		240,175	5	11	
Carried forward ...		2,360,436	2	9	

RECEIPTS.

Description.		Amount.	
		£ s. d.	£ s. d.
I.—INCOME ACCOUNTS— <i>continued.</i>			
General County Account— <i>continued.</i>			
Brought forward ...		2,548,843 7 2	175,344 8 1
<i>Parks and Open Spaces Committee.</i>			
Fire Brigade Headquarters—Maintenance of flower beds ...		15 - -	
Battersea, Ravenscourt, and Victoria parks—Cost of maintaining botanical beds for Technical Education Board ...		200 - -	
Hackney-marsh and Mill-fields—Charges for shooting rubbish...		2,518 7 7	
Highbury-fields—Contribution towards rent of land over tunnel		15 - -	
Lavatory fees, pounding charges, and sundry receipts		932 17 10	
Licences to sell refreshments, &c. ...		2,771 8 9	
Sale of programmes at band performances ...		397 16 5	
Letting of chairs at band performances ...		775 10 10	
Sale of uniforms and hire of band, &c. ...		25 1 7	
Charges for maintaining reserved cricket grounds ...		66 12 10	
Boating—Receipts from boat letting ...		3,515 14 9	
Ranger's house, Blackheath—Rent ...		3 8 -	
		11,236 18 7	
<i>Parliamentary Committee.</i>			
Contribution from Fulham Borough Council towards cost of promoting General Powers Bill, 1902 ...		4 - -	
<i>Public Control Committee.</i>			
Diseases of Animals—Penalties and costs recovered ...		53 16 -	
Smoke Consumption—Costs recovered ...		101 16 6	
Infant Life Protection—Costs recovered ...		8 5 8	
		163 18 2	
<i>Public Health Committee.</i>			
Precautions against Plague—Sale of furniture at isolation homes, &c....		273 - 1	
<i>Standing Joint Committee.</i>			
Clerk of the Peace—Fees ...		645 17 5	
Justices' Clerks—			
Fees ...		5,035 14 6	
Fines ...		593 16 8	
Sessions Houses—			
Clerkenwell—Gas consumed at refreshment room, &c. ...		11 5 1	
Newington—Sundry rents, &c. ..		7 6 11	
		6,294 - 7	
<i>Theatres and Music Halls Committee.</i>			
Theatres and Music Halls—			
Stage-play Licence fees ...		86 15 -	
Carried forward ...		2,566,901 19 7	175,344 8 1

PAYMENTS.

Description.							Amount.		
I.—INCOME ACCOUNTS—continued.							£	s.	d.
General County Account—continued.							£	s.	d.
Brought forward ...							2,360,436	2	9
<i>Parks and Open Spaces Committee.</i>									
<i>Parks and Open Spaces—Maintenance—</i>									
South-West district	...	...	...	...	...	...	28,234	8	6
South-East district	...	...	...	...	...	...	26,672	10	6
North-West district	...	...	...	...	...	...	17,020	12	4
North-East district	...	...	...	...	...	...	32,793	6	9
General	...	...	...	...	...	...	8,996	1	6
Music—Provision of bands in parks, &c...	...	...	...	...	...	...	11,376	5	9
Boating—Wages, repairs, stores, &c.	...	...	...	...	...	...	1,225	-	3
Do. Interest on and repayment of debt	...	...	...	...	...	...	30	16	10
							126,349	2	5
<i>Parliamentary Committee.</i>									
Parliamentary expenses (see also Water Committee and Tramways Account)	...	...	...	...	...	...	23,860	2	6
<i>Public Control Committee.</i>									
Coroners' Courts—Rents and maintenance	...	...	...	...	...	...	1,735	-	10
Infant Life Protection—Expenses	...	...	...	...	...	...	664	7	7
Diseases of Animals—Inspectors' allowances and expenses under the Glanders, Rabies and Exportation of Horses Orders	...	...	...	...	...	...	13,432	19	7
Smoke Consumption do.	...	...	...	...	...	...	27	12	-
Incidental Expenses and Printing	...	...	...	...	...	...	51	10	9
							15,911	10	9
<i>Public Health Committee.</i>									
Precautions against Plague—Expenses	...	...	...	...	...	...	123	6	6
Precautions against Small-pox—Expenses	...	...	...	...	...	...	59	15	8
Incidental Expenses and Printing	...	...	...	...	...	...	291	1	8
							474	3	10
<i>Rivers Committee.</i>									
Tide gauges—Maintenance	...	...	...	...	...	...	118	8	9
Thames Steamboat Service—Expenses of preparation of scheme	...	...	...	...	...	...	30	14	8
Administration of the Port of London—Expenses of inquiries, etc.	...	...	...	...	...	...	71	17	11
Incidental Expenses and Printing	...	...	...	...	...	...	39	6	2
							260	7	6
<i>Standing Joint Committee.</i>									
Judicial Salaries and Sessions Expenses	...	...	...	...	...	...	14,222	13	3
<i>Stores Committee.</i>									
Stores—Salaries and Incidental Expenses	...	...	...	...	...	...	1,250	4	-
<i>Technical Education.</i>									
Advances temporarily made out of General County Account	...	...	...	...	...	...	3,407	2	8
<i>Theatres and Music Halls Committee.</i>									
Theatres and Music Halls—Survey expenses...	...	...	...	...	...	...	3,983	6	4
Music and Dancing Licences—Expenses	...	...	...	...	...	...	113	2	10
							4,096	9	2
Carried forward ...							2,550,267	18	10

RECEIPTS.

Description.		Amount.	
		£ s. d.	£ s. d.
I.—INCOME ACCOUNTS— <i>continued</i> .			
General County Account— <i>continued</i> .	Brought forward ...	2,566,901 19 7	175,344 8 1
<i>Water Committee.</i>			
Amount recovered from Metropolitan Water Board in respect of the analytical examination of water... ..		684 12 7	
			2,567,586 12 2
			2,742,931 - 3
Special County Account—			29,359 - 8
<i>Balance 1st April, 1903</i>			
<i>Finance Committee.</i>			
Rate for Special County purposes at 2.625d. in the pound		389,936 8 4	
Grant from the Local Taxation Account under the Agricultural Rates Acts		149 6 -	
Pensions (Contributions and Annuities)—		634 18 -	
Prisons		706 19 7	
Asylums and Feltham Industrial School			
		391,427 11 11	
<i>Asylums Committee.</i>			
Pauper Lunatics—		5,990 6 10	
Transfer from Exchequer Contribution Account		672 18 4	
Contributions towards maintenance			
Excess over ordinary weekly rate accruing on maintenance of out-county and criminal lunatics and private patients		1,594 7 7	
		8,257 12 9	
<i>Bridges Committee.</i>			
Minor County Bridges—Moiety of cost of repairing Barking-road-bridge		45 18 6	
<i>Building Act Committee.</i>			
Dangerous Structures—Fees and expenses recovered		4,743 12 4	
<i>Highways Committee.</i>			
Tramways—Transfer from Tramways Account of surplus receipts—		20,000 - -	
In respect of 1902-3			
<i>Housing of the Working Classes Committee.</i>			
Transfer from Dwelling House Improvement Fund Income Account in respect of repayment of deficiencies raised in the rate in previous years... ..		9,000 - -	
Carried forward ...		433,474 15 6	29,359 - 8

FUND, 1903-4—continued.

PAYMENTS.

Description.				Amount.	
I.—INCOME ACCOUNTS—continued.				£ s. d.	£ s. d.
General County Account—continued.					
	Brought forward	...		2,550,267 18 10	
Water Committee.					
Expenses under the Metropolis Water Act, 1897	...	...	...	254 8 7	
Expenditure on behalf of the Metropolitan Water Board	...	...	...	1,404 14 11	
Maintenance of rain gauges	...	...	...	202 10 -	
Incidental Expenses and Printing	...	...	...	220 - 2	
				2,081 13 8	
					2,552,349 12 6
Balance, 31st March, 1904.	...	...	...		190,581 7 9
Special County Account—					2,742,931 - 3
	Finance Committee.				
Debt—					
Dividends on Stock and Interest on Loans—Amount charged on Rate				123,358 2 10	
Interest on advances from the Consolidated Loans Fund to Capital					
Accounts	...	...	...	4,619 18 2	
Redemption of Stock and Repayment of Loans—Amount charged					
on Rate	...	...	...	103,421 17 2	
Repayment of advances from the Consolidated Loans Fund to					
Capital Accounts	...	...	...	13,519 8 4	
Superannuation and Provident Fund—Council's contributions...				750 1 1	
Pensions, &c.—					
Gas-meter testing, &c.	...	...	...	362 13 4	
Prisons	...	...	...	2,929 3 7	
Asylums and Feltham Industrial School...	...	...	...	15,647 8 8	
Drowned bodies—Expenses of burial, &c.	...	...	...	240 1 8	
Return of amounts received in excess on precepts	...	...	...	190 - 10	
				265,038 15 8	
Asylums Committee.					
Pauper Lunatics—Maintenance of Lunatics, and Repairs, &c., to					
Asylums	...	...	...	94,555 4 -	
Bridges Committee.					
Minor County Bridges—Maintenance	...	...	...	365 6 1	
Building Act Committee.					
Dangerous Structures—Expenses	...	...	...	7,159 14 8	
Establishment Committee.					
Public Health Department—Duties under the Housing of the Working					
Classes and Public Health (London) Acts	...	...	...	3,533 11 3	
Highways Committee.					
Advance in respect of expenditure to be subsequently charged to					
Tramways Account	...	...	...	33 4 9	
Housing of the Working Classes Committee.					
Housing of the Working Classes Act, 1890—					
General inquiries and incidental expenses	...	...	...	4,133 2 8	
Transfer to Dwelling House Improvement Fund Income Account					
to meet estimated deficiency on 31st March, 1904, under					
Part III. of the Housing of the Working Classes Act	...			1,505 - -	
				5,638 2 8	
Carried forward	...			376,323 19 1	

RECEIPTS.

Description.										Amount.					
										£	s.	d.	£	s.	d.
I.—INCOME ACCOUNTS—continued.															
Special County Account—continued.															
Brought forward ...										433,474	15	6	29,359	-	8
Industrial and Reformatory Schools Committee.															
Industrial Schools—Contributions from H.M. Treasury, Middlesex and Surrey County Councils and others towards maintenance, and proceeds from sales—															
Feltham School										3,586	6	9			
Mayford School										2,412	3	9			
										5,998	10	6			
Inebriates Acts Committee.															
Farmfield Reformatory—															
Contribution from H.M. Treasury										2,610	1	1			
Sales of farm produce, &c.										871	15	5			
										3,481	16	6			
Public Control Committee.															
Weights and Measures—Fees, fines, &c.										8,120	2	7			
Gas Testing—Expenses recovered from gas companies, &c.										233	4	11			
Gas Meter Testing—Fees, &c.										6,104	3	-			
Petroleum—Fees for licences, and expenses recovered... ..										402	13	-			
Explosives—Fees for licences and expenses recovered										152	4	-			
Shop Hours and Seats for Shop Assistants—Expenses recovered										24	9	6			
Locomotives on Highways—															
Fees for licences										341	-	-			
Law costs recovered										41	16	2			
										15,419	13	2			
Public Health Committee.															
Offensive Trades and Dairies—Fees for licences and expenses recovered...										156	15	-			
Common Lodging Houses—Expenses recovered										27	2	-			
										183	17	-			
													453,558	12	8
													487,917	13	4
Exchequer Contribution Account.															
Balance, 1st April, 1903													139,991	2	6
Local Taxation Licences and Estate Duty										360,872	13	4			
Beer and Spirit duties										202,366	11	9			
													563,239	5	1

Description.		Amount.		
		£	s.	d.
I.—INCOME ACCOUNTS—continued.				
Special County Account—continued.				
Brought forward ...		376,323	19	1
<i>Industrial and Reformatory Schools Committee.</i>				
Feltham Industrial School—Maintenance	...	16,625	4	2
Mayford Industrial School—Maintenance	...	5,016	14	-
Certified Industrial and Reformatory Schools—Contributions for maintenance of children	...	5,467	6	3
		27,109	4	5
<i>Inebriates Acts Committee.</i>				
Farmfield Reformatory—Maintenance	...	5,836	8	7
Contributions towards cost of maintenance of patients, &c.	...	1,083	11	-
Incidental Expenses and Printing	...	35	8	5
		6,955	8	-
<i>Public Control Committee.</i>				
Coroners' Inquests—Salaries and Disbursements	...	28,913	8	6
Weights and Measures—Expenses	...	14,432	19	9
Gas Testing—Expenses	...	4,206	14	1
Gas Meter Testing—Expenses	...	8,607	11	8
Petroleum—Expenses	...	568	11	1
Explosives—Expenses	...	559	10	1
Shop Hours and Seats for Shop Assistants—Expenses	...	1,607	19	5
Locomotives on Highways—Expenses	...	50	9	7
		58,947	4	2
<i>Public Health Committee.</i>				
Offensive Trades and Dairies—Expenses	...	1,416	4	2
Public Health (London) Act (see also vote Nos. 88 and 110)—Sundry expenses	...	442	3	11
Common Lodging Houses and Seamen's Lodging Houses Inspection—Expenses	...	4,469	18	5
		6,328	6	6
		475,664	2	2
		12,253	11	2
Balance, 31st March, 1904 ...		487,917	13	4
chequer Contribution Account—				
<i>Finance Committee.</i>				
Teachers in Poor Law Schools—Grants to Guardians	...	13,859	1	8
School Fees of pauper children—Expenses of Guardians	...	119	4	3
		13,978	5	11
<i>Asylums Committee.</i>				
Pauper Lunatics—Grants to Guardians and City	...	164,153	19	4
Do. Transfer to Special County Account	...	5,990	6	10
		170,144	6	2
<i>Public Health Committee.</i>				
Public Vaccinators—Grants to Public Vaccinators	...	2,877	19	-
Sanitary Officers—Grants to Sanitary Authorities	...	35,782	17	1
Registrars of Births and Deaths—Grants to Guardians	...	621	-	-
Poor Law Medical Expenses—Grants to Guardians	...	54,784	17	1
		94,066	13	2
<i>Technical Education.</i>				
Technical Education—Grant by the Council	...	186,000	-	-
<i>Transfer of surplus.</i>				
Transfer to General County Account	...	62,371	1	4
		526,560	6	7
		176,670	1	-
		703,230	7	7

PAYMENTS.

Description.	Amount.	
	£	s. d.
I.—INCOME ACCOUNTS—continued.		
Technical Education Account (Science and Art Grants)—		
Transfer to Technical Education Account of Grants received from Board of Education		
Balance, 31st March, 1904	29,241	5 9
	18,561	5 3
	47,802	11 -
Equalisation Fund—		
Grants to Sanitary Authorities		
Balance, 31st March, 1904	278,576	9 2
	503	19 11
	279,080	9 1
Small Holdings Account—		
Rent drawbacks		
Interest and Sinking Fund in respect of outstanding debt	173 16 4	
	23 19 4	
		197 15 8
Balance, 31st March, 1904	367	5 10
	565	1 6
Dwellings (Improvement Acts) Account—		
Maintenance and Interest and Sinking Fund in respect of outstanding debt		
Investment (Repairs and Renewals Account)—£1,500 and costs, £2 4s. 5d.	14,491 19 10	
	1,502 4 5	
		15,994 4 3
Dwelling House Improvement Fund—		
(a) Unhealthy areas.		
Sundry expenses (rents, repairs, &c.) in connection with properties purchased under the Housing of the Working Classes Act, 1890—		
Under Part I. of the Act (including Boundary-street Central Garden)	3,703 2 11	
Under Part II. of the Act (including Little Dorrit's-playground, Falcon-court)	147 18 7	
Under Part III. of the Act (including Millbank Central Garden)	352 11 5	
	4,203 12 11	
Transfer to Special County Account (page 8) in repayment of deficiencies raised in the rate in previous years	9,000 - -	
		13,203 12 11
(b) Working class dwellings and lodging houses.		
Maintenance and Interest and Sinking Fund in respect of outstanding debt in connection with dwellings and lodging-houses erected under the Housing of the Working Classes Act, 1890—		
Under Part I. of the Act	40,333 17 -	
Under Part II. of the Act	4,839 - 11	
Under Part III. of the Act	27,494 19 9	
		72,667 17 8
Shelton-street Dwellings—Removal of part of Wimbledon-buildings (recoverable from Holborn Borough Council)		
Investment (Repairs and Renewals Account)—		
Part I. (£1,500 and costs, £2 4s. 5d.)		4 5 7
" II. (£500 and costs, 14s. 10d.)	1,502 4 5	
" III. (£1,500 and costs, £2 4s. 5d.)	500 14 10	
	1,502 4 5	
Balance, 31st March, 1904		3,505 3 8
		21,205 6 10
		110,586 6 8

RECEIPTS.

Description.							Amount.		
							£	s.	d.
							£	s.	d.
1.--INCOME ACCOUNTS-- <i>continued.</i>									
Tramways Account—									
1902-3.									
Balance, 1st April, 1903									17,284 10 3
Southern System.									
Traffic receipts							2,097	-	9
Horsing receipts, advertisements, &c.							6,212	16	6
Northern System.									8,309 17 3
Rent—							28,489	19	11
From North Metropolitan Tramways Company							74	15	3
In respect of property in Parkhurst-road									28,564 15 2
General.									
Rent									64 6 3
1903-4.									
Southern System.									
Horse traction—							292,852	13	6
Traffic receipts							4,619	15	11
Horsing receipts, advertisements, &c.							307,472	9	5
Electric traction—							217,737	6	8
Traffic receipts							2,297	18	8
Advertisements, &c.							220,035	5	4
Northern System.									527,507 14 9
Rent—							46,408	12	6
From North Metropolitan Tramways Company							209	10	7
In respect of property in Parkhurst-road							19	12	-
Burdett-road Sub-Station... ..							7	-	10
Miscellaneous									46,644 15 11
Dividends on investments (subsequently invested as per contra)									1,380 5 11
General.									
Eastern Generating Station—Rent							188	9	7
Western Generating Station—Rent... ..							564	9	10
Interest on cash balances at London and Westminster Bank							1,063	16	8
Miscellaneous							33	3	-
									1,849 19 1
									631,606 4 7

PAYMENTS.

Description.						Amount.					
						£	s.	d.	£	s.	d.
I.—INCOME ACCOUNTS—continued.											
Tramways Account—											
1902-3.											
<i>Southern System.</i>											
Working expenses, &c.	...	...	...	...	...	21,748	-	6			
<i>Northern System.</i>											
Rent drawbacks	...	...	...	...	...	150	3	9			
<i>General.</i>											
Rent drawbacks	...	...	...	...	...	232	10	1			
Parliamentary expenses	...	...	...	...	...	860	-	-			
Transfer to Special County Account in relief of rate.	...	...	...	...	...	20,000	-	-			
of year 1902-3	...	...	...	...	...				42,990	14	4
1903-4.											
<i>Southern System.</i>											
Working expenses—											
Horse traction	...	...	...	...	...	282,117	2	10			
Electric traction	...	...	...	...	...	131,653	8	9			
Loughborough junction temporary generating station	...	...	...	...	...	1,422	9	8			
Deptford temporary generating station	...	...	...	...	...	5,027	4	9			
Transfer to Consolidated Loans Fund for Interest and Sinking Fund in respect of outstanding debt	...	...	...	...	...	106,136	-	10			
Transfer to Consolidated Loans Fund for debt outstanding in respect of discontinued omnibus service	...	...	...	...	...	5,256	16	2			
									531,613	3	-
<i>Northern System.</i>											
Rent drawbacks	...	...	...	...	...	644	6	1			
Miscellaneous	...	...	...	...	...	100	7	6			
Transfer to Consolidated Loans Fund for Interest and Sinking Fund in respect of outstanding debt	...	...	...	...	...	36,609	16	7			
									37,354	10	2
Investment of dividends received, as per contra	...	...	...	...	...				1,380	5	11
<i>General.</i>											
Eastern Generating Station—Rent drawbacks	...	...	...	...	...	203	3	3			
Western Generating Station—Rent drawbacks	...	...	...	...	...	553	13	6			
Parliamentary Expenses	...	...	...	...	...	219	8	6			
General Incidentals	...	...	...	...	...	178	9	-			
Training of Motor-men	...	...	...	...	...	825	7	10			
Expenses of opening ceremony	...	...	...	...	...	639	-	11			
Expenses of chief engineer's visit to America on locomotion inquiries	...	...	...	...	...	88	2	6			
Expenses of inquiry as to conditions of labour in the foreign rail industry	...	...	...	...	...	111	4	-			
Transfer to Consolidated Loans Fund for Interest and Sinking Fund in respect of outstanding debt	...	...	...	...	...	10,431	17	1			
									13,250	6	7
Balance, 31st March, 1904	...	...	...	...	...				626,589	-	-
									5,017	4	7
									631,606	4	7

RECEIPTS.

Description.	Amount.			
	£	s.	d.	£ s. d.
II.—CAPITAL ACCOUNTS.				
GENERAL COUNTY PURPOSES—				
Fire Brigade	33	10	-	
Main Drainage	20	14	5	
Parks and Open Spaces	19,932	1	4	
Holborn to Strand	245	1	5	
Southampton-row	4,000	-	-	
Fulham Palace-road—Transfer of expenditure from Fulham Palace-road	1	19	-	
Joint Improvement Account	30	-	-	
High Holborn	1,175	12	2	
Joint Improvements—	343	9	11	
Hampstead	178	2	5	
Coldharbour-lane	68	-	3	
Fortess-road	1,451	7	5	
Evelyn-street, Deptford	14	1	3	
St. George's-place, Knightsbridge	1,346	12	6	
Wood-lane, Hammersmith	2,283	7	11	
Ben Jonson-road	78	11	11	
Blackstock-road, Islington	609	4	4	
Battersea-park-road	6,234	14	10	
Roehampton-street, Westminster	2,059	6	9	
York-road, Battersea	3,500	-	-	
High-street, Kensington	4,928	3	7	
Battersea-rise—Contribution	46,708	8	9	
High-street and Gardener's-lane, Putney	1,000	-	-	
Mare-street, Hackney	19,298	15	10	
Nine-elms-lane—Contribution	363	8	10	
Red Lion-street, South-street, and Garratt-lane, Wandsworth, and High-street and Defoe-road, Tooting	9,686	5	6	
Hampstead-road	368	7	9	
Fulham-palace-road, High-street and Church-street, Fulham	135	-	-	
Cambridge-road, Bethnal-green	75	-	-	
Vauxhall Bridge	9,343	10	3	
Joint Improvements (Bridges)—	9	12	6	
Old Kent Road Bridge	333	5	2	
Cat and Mutton Bridge				
Horniman-gardens				
Coroners' Courts (Greenwich)				135,855 16 -
Consolidated Stock—Proceeds of issue of £5,000,000 Three per cent. London County Consolidated Stock (April, 1903) £4,775,000 - -				
Less—Amount transferred to Consolidated Loans Fund (interest account) to meet dividend from dates earlier than those fixed for receiving the cash instalments	45,321	1	3	4,729,678 18 9
Carried forward				4,865,534 14 9

PAYMENTS.

Description.	Amount.		
II.—CAPITAL ACCOUNTS.			
Balance overdrawn 1st April, 1903	£	s.	d.
			2,903,054 5 9
GENERAL COUNTY PURPOSES—			
Fire Brigade...	101,731	16	9
Main Drainage	173,180	12	4
Parks and Open Spaces	89,978	1	9
Tower Bridge Southern Approach	1,513	11	7
Strand (Holywell-street)	922	14	7
Tottenham-court-road	316	16	6
Tower Bridge Northern Approach	204,418	4	3
Long-lane and Tabard-street, Southwark	6,869	17	—
Do. Rehousing—Leroy-street Buildings	5,895	14	1
Old-street and Goswell-road	654	19	5
Albert Embankment (Vauxhall)	334	3	2
Holborn to Strand	569,120	4	6
Herbrand-street Dwellings—			
Holborn to Strand	25,798	15	7
Kemble-street house—			
Holborn to Strand	566	2	7
Duke's-court, &c., Dwellings—			
Holborn to Strand	2,521	9	9
Clare-market	7,564	9	3
Bourne Estate—			
Holborn to Strand	28,944	16	11
Southampton-row	4,204	7	—
Wandsworth-road, Lambeth	64,482	10	10
Archway-road, Islington	17,622	14	9
Blackheath-road, &c.	20	—	—
St. John-street, Clerkenwell	317	10	11
Brixton-road	10,545	13	2
Wimbledon-road	3,535	4	8
Essex-road, Islington...	323	2	4
Fulham Palace-road	1,529	18	6
High Holborn	9	—	—
Mansell-street	6,346	3	3
New King's-road, Fulham	1,849	18	6
Old-street (at Nos. 335 to 339)...	1	11	6
Piccadilly (Hyde-park-corner to Down-street)	12,000	—	—
Joint Improvements—	4	18	7
Hampstead	1,181	7	—
Coldharbour-lane	418	5	5
Fortess-road	199	11	—
Evelyn-street, Deptford...	56	18	6
St. George's-place, Knightsbridge	7,681	13	5
Ben Jonson-road	22	9	—
Blackstock-road, Islington	—	15	—
Battersea-park-road	499	7	7
Roehampton-street, Westminster	117	6	1
York-road, Battersea	8,935	18	—
York-road, Wandsworth	55	18	6
High-street, Kensington	21,552	16	5
Battersea-rise	17,876	6	2
Goswell-road	52,941	11	9
High-street and Gardener's-lane, Putney...	34,970	19	3
Kentish-town-road	5,061	14	9
Mare-street, Hackney	156,114	—	8
Do. do. Buildings	6,008	3	8
Nine-elms-lane...	29,413	14	10
Do. Buildings	1,872	13	4
Thames Embankment Extension and Improve- ments at Westminster	139,265	10	2
Camberwell New-road	6,006	17	6
Merton-road, Wandsworth	14,844	6	5
Red Lion-street, South-street and Garratt-lane, - Wandsworth, and High-street and Defoe- road, Tooting	50,659	15	7
Central-street, St. Luke's	26,490	15	6
Do. do. Dwellings	15	—	5
Hampstead-road	214	14	8
Fulham-palace-road, High-street and Church- street, Fulham	28,609	16	6
Denmark-hill, Champion-park, &c.	23	17	—
Scrubs-lane and Brook-green-road	4	16	—
Carried forward	1,954,233	13	1
			2,903,054 5 9

LONDON COUNTY

RECEIPTS.

Description.	Amount.		
II.—CAPITAL ACCOUNTS— <i>continued.</i>	£	s.	d.
Brought forward ...	4,865,534	14	9
SPECIAL COUNTY PURPOSES— Tramways—Southern System ...	301	10	-
Carried forward ..	4,865,836	4	9

FUND, 1903-4—continued.

PAYMENTS.

Description.	Amount.		
10.-CAPITAL ACCOUNTS—continued.	£	s.	d.
Brought forward ...	1,954,233	13	1
GENERAL COUNTY PURPOSES—continued.			
Joint Improvements—continued.			
St. John-street and Goswell-road—			
Rehousing ...	30	9	—
Buildings ...	266	5	9
York-road, Battersea, Garratt-lane and Merton-road—Rehousing			
Durham-buildings ...	19,203	10	2
Cambridge-road, Bethnal-green ...	29,225	—	7
High-street, Wandsworth ...	429	8	6
Merton-road, Tooting ...	41	10	11
Mill-lane, Woolwich ...	258	8	—
Mitcham-road, Tooting ...	10	10	—
Old-street (City-road) ...	1	10	3
Piccadilly (Arlington-street to Green-park) ...	87	18	—
Piccadilly (Sackville-street to Piccadilly-circus)	1,006	11	—
St. John-street-road ...	274	3	1
Contributions to Local Improvements ...	87,143	19	7
Battersea Bridge—Dwellings ...	25	7	3
Vauxhall Bridge ...	29,726	4	3
Falcon-road and Latchmere-road bridges—			
Paving ...	250	8	10
Lambeth-bridge approach (Lambeth) ...	82	19	5
Joint Improvements (Bridges)—			
Highgate Archway ...	151	9	7
Rosemary Branch Bridge ...	7,692	19	4
Cat and Mutton Bridge ...	18,381	6	4
Old Kent-road Bridge ...	2,498	17	7
Thames Tunnel (Blackwall) ...	13	10	—
Do. do. Dwellings ...	43	6	8
Greenwich Tunnel ...	2,007	1	—
Rotherhithe Tunnel ...	155,039	3	4
Do. Dwellings ...	24,744	1	1
Victoria Embankment electric lighting...	901	10	4
Electricity Meter Testing ...	409	10	5
Acquisition and restoration of No. 17, Fleet-street	32	8	3
Horniman Gardens ...	676	18	4
Coroners' Court (Paddington) ...	6	10	1
Technical Education ...	74,161	15	5
Consolidated Stock—Expenses in connection with issues of Stock ...	25,584	12	6
Coroners' Courts (Greenwich and Clapham) see contra Weights and Measures ...	2,150	7	5
SPECIAL COUNTY PURPOSES—			
Tramways—			
Southern System (including Eastern Generating Station ...	753,181	17	1
Northern System... ..	4,503	18	3
Western Generating Station ...	212	16	2
London, Deptford and Greenwich—Purchase	238	12	5
South London—Purchase... ..	34	7	8
Harleyford-street, Lambeth, widening	6,329	2	11
Shallow underground tramway from Waterloo-bridge to Northern system ...	24,046	14	8
Sundry Street Improvements ...	24,709	11	4
Dwelling House Improvement Fund—			
Part I. of the Housing of the Working Classes Act, 1890 (including schemes authorised by Parliament before the passing of the Act of 1890)—			
Hughes-fields, Deptford (1885) ...	1,000	—	—
Boundary-street, Bethnal-green ...	1,512	15	—
Churchway, Somers-town, St. Pancras ...	109	13	10
Clare-market, Strand ...	1,028	17	10
Nightingale-street, St. Marylebone ...	297	14	11
Aylesbury-place, Clerkenwell, and Union-buildings, Holborn ...	25,175	7	3
Webber-row, &c., Southwark ...	5,510	14	11
Lever-street, &c., St. Luke's ...	16,509	11	1
Burford's-court, &c., Poplar ...	4,082	13	1
Providence-place, Poplar ...	7,009	11	9
Working Class Dwellings.			
Trafalgar-road, Greenwich ...	41	5	10
Cable-street, Shadwell—Plots B and C ...	62	16	5
Churchway, Somers-town, St. Pancras ...	273	16	8
Lever-street, St. Luke's ...	629	18	4
Burford's-court, Poplar ...	40,810	11	—
Webber-row, &c., Southwark ...	114	2	9
Part II. of the Housing of the Working Classes Act, 1890—			
Mill-lane, Deptford ...	99	17	9
Falcon-court, Southwark ...	610	12	9
Queen Catherine-court (Contribution) ...	287	2	8
Fulford-street and Braddon-street, Rotherhithe (Contribution) ...	6,000	—	—
Carried forward ...	3,361,217	9	8
	2,903,054	5	9

LONDON COUNTY

RECEIPTS.

Description.	Amount.	
	£ s. d.	£ s. d.
II.—CAPITAL ACCOUNTS— <i>continued</i> .		
Brought forward ...		4,865,836 4 9
SPECIAL COUNTY PURPOSES— <i>continued</i> —		
Dwelling House Improvement Fund—		
Housing of the Working Classes Act, 1890—		
Part I.—		
Hughes-fields, Deptford (1885) ...	1,000 - -	
Clare-market, Strand ...	3,808 18 -	
Aylesbury-place, Clerkenwell, and Union-buildings, Holborn ...	3 10 -	
Nightingale-street, St. Marylebone ...	148 13 7	
Lever-street, &c., St. Luke's ...	167 16 6	
Burford's-court, &c., Poplar ...	5,450 - -	
<i>Working-class Dwellings.</i> —		
Boundary-street, Bethnal-green ...	971 17 4	
Part II.—		
Ann-street, Poplar ...	20 4 7	
Mill-lane, Deptford ...	3,200 - -	
Falcon-court, Southwark ...	7,750 - -	
Part III.—		
Millbank ...	3,060 1 3	
Totterdown-fields ...	15,713 6 5	
Norbury ...	3,491 16 -	
Wedmore-street, Holloway... ..	8,051 - -	
Caledonian-road ...	523 14 2	
White Hart-lane, Tottenham—Gift by Sir S. Montagu (including interest £46 19s. 2d.)	10,046 19 2	
Do. ...	2,510 - -	
Brixton-hill ...	92 10 -	
		66,010 7 -
Asylums ...	17,700 - -	
Weights and Measures (Greenwich) ...	468 14 10	
Do. (see <i>contra</i> Coroners' Courts) ...	2,150 7 5	
		20,319 2 3
		30,859 9 8
Advanced by the Consolidated Loans Fund, under the Annual Money Acts		4,983,025 3 8
		1,529,872 14 6
<i>Balance overdrawn, 31st March, 1904</i> ...		6,512,897 18 2

FUND, 1903-4—*continued.*

PAYMENTS.

Description.	Amount.		
II.—CAPITAL ACCOUNTS— <i>continued.</i>			
Brought forward ...	£	s.	d.
	3,361,217	9	8
			2,903,054 5 9
SPECIAL COUNTY PURPOSES— <i>continued.</i>			
Working Class Dwellings.			
Ann-street, Poplar ...	1,450	14	-
Mill-lane, Deptford (cottages) ...	1,440	3	4
Falcon-court, Southwark—			
Green-street ...	34	3	6
Part III. of the Housing of the Working Classes			
Act, 1890—			
Parker-street house ...	3,624	14	10
Mill-lane house ...	24,892	13	2
Millbank estate ...	7,106	8	5
Totterdown-fields ...	51,719	17	3
Wedmore-street, Holloway ...	13,384	3	4
Norbury ...	21,014	9	7
Caledonian-road ...	357	16	5
White Hart-lane, Tottenham ...	13,360	17	3
Old Oak-common-lane, Hammersmith ...	209	5	-
Hughes-fields ...	8,061	17	2
Brixton-hill ...	7,412	3	2
Beckenham-lane bridge ...	68	9	6
Joint Improvement—			
Bow-bridge Reconstruction ...	4,681	8	8
Asylums ...	55,573	15	9
Do. Repayment of advance by Consoli-			
dated Loans Fund on 31st March, 1903 ...	8,537	19	9
Industrial Schools ...	324	4	2
Inebriates Reformatory ...	5,626	-	10
Gas Meter Testing ...	3,326	5	8
Weights and Measures Offices and Coroners'			
Courts (combined buildings) ...	5,774	1	7‡
			3,599,199 2 -
WHITE HART-LANE—INVESTMENT OF PORTION OF GIFT			
BY SIR S. MONTAGU ...	9,684	10	5
ADVANCES UNDER SMALL DWELLINGS ACQUISITION ACT	960	-	-
			10,644 10 5
			6,512,897 18 2

‡ To be apportioned.

RECEIPTS.

Description.		Amount.	
		£ s. d.	£ s. d.
III.—INTEREST AND SINKING FUND ACCOUNTS.			
Consolidated Loans Fund (Interest Account)—			196,060 16 1
<i>Balance, 1st April, 1903</i>			
Interest—			
On Cash Balances with Treasurer or temporarily invested ...		21,348 9 9	
On Deposits in Court of Chancery, deferred contributions towards cost of Joint Improvements, etc. ...		3,877 9 11	
On unexpended balances of sums advanced to the Asylums Committee ...		557 - 1	
Discount on Treasury Bills (page 25) ...		97 10 8	
On Loans advanced (less income-tax) ...		776,636 - 5	
On Main Drainage Debt receivable from out-county districts (less income-tax) ...		5,663 4 9	
In respect of contribution under the Tottenham and Wood-green Sewerage Act, 1891 (section 10)—less income-tax ...		991 12 8	
In respect of contribution under the Willesden Sewerage Act, 1896 [section 5 (a)]—less income-tax ...		215 16 9	
In respect of contribution from East Ham Urban District Council under the London County Council (General Powers) Act, 1897 [section 52 (a)]—less income-tax ...		25 7 7	
Part proceeds of new issues of stock to meet dividends from dates earlier than those fixed for receiving the cash instalments ...		45,321 1 3	
In respect of annuity receivable from the County of Middlesex on adjustments under the Local Government Act, 1888 (less income-tax) ...		1,643 18 10	
In respect of outstanding debt for Technical Education ...		563 - 1	
Rents (less income-tax) ...		136,035 16 7	
Transfers from sundry Joint Improvement Accounts being proportion of surplus balances, viz.—			
Hampstead ...		586 9 2	
Coldharbour-lane ...		169 13 9	
Fortess-road, Kentish-town ...		133 11 10	
Amount received under insurance policy in respect of damage by fire at Great Eastern-street ...		266 - -	
Interest—Transfers—			
From General County Account in respect of advances from the Consolidated Loans Fund to Capital Accounts ...		24,719 16 7	
From Special County Account in respect of advances from the Consolidated Loans Fund to Capital Accounts ...		4,619 18 2	
From Works Account in respect of outstanding debt and advances for purchases ...		5,139 17 5	
From Tramways Account in respect of outstanding debt ...		88,782 12 11	
From Accounts of Lodging-houses and Dwellings in respect of outstanding debt ...		39,461 4 1	
From Small Holdings Account in respect of outstanding debt ...		22 16 1	
From General County Account in respect of advances to Capital Account for boating in parks ...		13 9 5	
From General County Account for dividends on stock and interest ...		611,747 11 4	
From Special County Account for dividends on stock and interest on loans ...		123,358 2 10	
			1,891,997 12 11
			2,088,058 9 -
Consolidated Loans Fund (Redemption Account)—			108,356 8 11
<i>Balance, 1st April, 1903</i>			
Instalments in repayment of loans advanced... ..		1,130,564 14 10	
Fine on early repayment of loans ...		21 - -	
Proceeds of sales of property ...		393,674 7 7	
Sinking Fund in respect of Main Drainage Debt receivable from out-county districts ...		5,279 - 9	
Sinking Fund in respect of contribution under the Tottenham and Wood-green Sewerage Act, 1891 [section 10] ...		259 1 9	
Sinking Fund in respect of contribution under the Willesden Sewerage Act, 1896 [section 5 (a)] ...		230 4 1	
Sinking Fund in respect of contribution from East Ham Urban District Council under the London County Council (General Powers) Act, 1897 [section 52 (a)] ...		16 15 7	
Sinking Fund portion of annuity receivable from the County of Middlesex on adjustments under the Local Government Act, 1888 ...		2,793 4 10	
Unclaimed Dividends on Stock ...		90 10 -	
Sinking Fund in respect of outstanding debt for Technical Education ...		341 6 7	
Sinking Fund—Transfers—			
From General County Account in respect of advances from the Consolidated Loans Fund to Capital Accounts ...		50,651 16 -	
From General County Account in respect of advances from the Consolidated Loans Fund to Capital Accounts for expenditure on boating in parks ...		17 7 5	
From Special County Account in respect of advances from the Consolidated Loans Fund to Capital Accounts ...		13,519 8 4	
From Asylums Capital Account of amount advanced on 31st March, 1903 ...		8,537 19 9	
From Works Account in respect of capital outlay ...		2,082 11 -	
From Tramways Account in respect of outstanding debt ...		64,395 1 7	
From Tramways Account of outstanding debt on omnibus service ...		5,256 16 2	
From Accounts of Lodging-houses and Dwellings in respect of outstanding debt ...		10,401 1 8	
From Small Holdings Account in respect of outstanding debt ...		1 3 3	
From General County Account for redemption of Stock ...		497,299 8 8	
From Special County Account for redemption of Stock and repayment of loans ...		103,421 17 2	
			2,288,854 17 -
			2,397,211 5 11

PAYMENTS.

Description.	Amount.			
	£	s.	d.	£ s. d.
III.—INTEREST AND SINKING FUND ACCOUNTS.				
Consolidated Loans Fund (Interest Account)—				
Dividends on Stock (less income-tax)	1,696,923	11	5	
Transfers to London County Bills Account for Interest on Bills ...	28,909	7	7	
Interest on temporary loans	624	13	—	
Interest on loans transferred from the former counties of Middlesex and Surrey and proportion of interest on loan of former county of Kent (less income-tax)	6,183	2	11	
Transfers for interest on accumulations of Sinking Fund for lodging-house and dwellings	930	7	11	
Miscellaneous interest	2,927	—	7	
Expenses connected with temporary investments	626	17	9	
Discount on prompt payment of instalments in respect of stock issued ...	12,085	19	9	
Composition for Stamp Duty on transfers of Stock	15,872	8	3	
Stamp Duty on London County Bills	500	—	—	
Income-tax	28,681	15	11	
Rent drawbacks (including repairs to premises let to tenants)	28,544	14	10	
Payment to Council's lessee of amount received under fire insurance policy (<i>see contra</i>)	266	—	—	
				1,823,075 19 11
<i>Balance, 31st March, 1904</i>				264,982 9 1
Consolidated Loans Fund (Redemption Account)—				
				2,088,058 9 —
Loans advanced	2,175,996	—	—	
Expenses of sales of property	5,369	14	9	
Instalments in repayment of loans transferred from the former counties of Middlesex and Surrey and proportion of instalment of loan of former county of Kent	28,392	17	10	
Advances to Capital Accounts under the Annual Money Acts	30,859	9	8	
				2,240,618 2 3
<i>Balance, 31st March, 1904</i>				156,593 3 8
				2,397,211 5 11

RECEIPTS.

Description.	Amount.			
	£	s.	d.	£ s. d.
IV.—MISCELLANEOUS ACCOUNTS.				
Works Account—				
Proceeds of sales of old materials and sundry receipts	6,491	15	1	
Transfers in respect of cost of works executed	386,485	5	2	392,977 - 3
<i>Balance, 31st March, 1904</i>				127,554 10 7
				<u>520,531 10 10</u>
Stores Account—				4,460 3 1
Transfers in respect of stores supplied to various services				1,177 5 9
<i>Balance, 31st March, 1904</i>				<u>5,637 8 10</u>
Deposit Account—				3,119 18 8
<i>Balance, 1st April, 1903</i>				
Deposits on specifications for works under contract	1,534	4	6	
Deposits in respect of keys supplied to tenants	559	4	4	
Miscellaneous	1,394	4	-	3,487 12 10
				<u>6,607 11 6</u>
Income Tax Suspense Account—				20,700 - -
<i>Balance, 1st April, 1903</i>				6,500 - -
Tax deducted from dividends on Stock and retained by the Council in respect of property in the occupation of the Council, year 1903-4 ...				<u>27,200 - -</u>
Investment Accounts—				
(a) Dividends on amount invested in previous years.				
St. Pancras Open Spaces—Dividends on investment	146	14	4	
Waterlow Park—Dividends on investment	181	13	-	
Street Improvement (South-Western Railway Act, 1899)—Dividends on investment	906	7	8	
(b) Transfer of amount invested in current year.				
White Hart Lane—Gift by Sir S. Montagu	9,684	10	5	10,919 5 5
London County Bills Account—				1,966,160 8 4
<i>Balance, 1st April, 1903</i>				
Transfer from Consolidated Loans Fund —	2,431	8	4	
For interest on £150,000 London County Bills purchased by the Council	6,536	6	5	8,967 14 9
For interest on £350,000 London County Bills, maturing 13th June, 1903				
For interest on £970,000 London County Bills purchased by the Council	11,284	5	7	19,941 12 10
For interest on £530,000 London County Bills, maturing 31st July, 1903	8,657	7	3	490,117 18 9
Proceeds of issue of £500,000 London County Bills, maturing 7th May, 1904				492,620 16 8
Proceeds of issue of £500,000 London County Bills, maturing 6th August, 1904				<u>2,977,808 11 4</u>
Treasury Bills Account—				39,000 - -
Treasury Bills maturing on 30th July, 1903				2,000 - -
Treasury Bills maturing on 14th August, 1903				<u>41,000 - -</u>
Temporary Loans Account—				300,000 - -
<i>Balance, 1st April, 1903</i>				300,000 - -
Temporary loans from London and Westminster Bank				<u>600,000 - -</u>

PAYMENTS.

Description.					Amount.			
					£	s.	d.	£ s. d.
IV.—MISCELLANEOUS ACCOUNTS.								
Works Account—								
	<i>Balance, 1st April, 1903</i>	...	...	...				101,675 15 -
	Timber, plant, building materials, &c., purchased	...	...	...	227,814	19	1	
	Superannuation and provident fund contributions	...	...	...		149	19	9
	Salaries, wages, &c.	...	...	...	190,890	17	-	418,855 15 10
Stores Account—								520,531 10 10
	<i>Balance, 1st April, 1903</i>	...	...	...				1,109 13 5
	Central Store—Purchase of stores for stock	...	...	...				4,527 15 5
Deposit Account—								5,637 8 10
	Deposits on specifications for works under contract returned or forfeited...				1,653	9	-	
	Deposits in respect of keys supplied to tenants returned, estreated or forfeited...							
	Miscellaneous deposits returned	...	...	...	390	4	6	3,574 13 6
	<i>Balance, 31st March, 1904</i>	...	...	...	1,531	-	-	3,032 18 -
Income Tax Suspense Account—								6,607 11 6
	<i>Balance, 31st March, 1904</i>	...	...	...				27,200 - -
Investment Accounts—								
	St. Pancras Open Spaces—							
	Investment of dividends	...	...	...	146	8	8	
	Costs of investment	...	...	...	-	5	8	146 14 4
	Waterlow-park—							
	Investment of dividends	...	...	...	181	6	3	
	Costs of investment	...	...	...	-	6	9	181 13 -
	Street Improvement (South-Western Railway Act, 1899)—							
	Investment of dividends	...	...	...				906 7 8
	White Hart-lane—							
	Investment of portion of gift by Sir S. Montagu	...	...	...				9,684 10 5
London County Bills Account—								10,919 5 5
	London County Bills (£150,000) maturing 13th June, 1903, purchased by the Council	...	...	...	149,630	2	8	
	London County Bills (£350,000) maturing 13th June, 1903, paid at maturity	...	...	...	350,000	-	-	499,630 2 8
	London County Bills (£970,000) maturing 31st July, 1903, purchased by the Council	...	...	...	965,439	13	3	
	London County Bills (£530,000) maturing 31st July, 1903, paid at maturity	...	...	...	530,000	-	-	1,495,439 13 3
	<i>Balance, 31st March, 1904</i>	...	...	...				982,738 15 5
Treasury Bills Account—								2,977,808 11 4
	Purchase money for £39,000 Treasury Bills maturing 30th July, 1903	...	...	...	38,909	3	7	
	Transfer to Consolidated Loans Fund for discount on Treasury Bills maturing 30th July, 1903	...	...	...		90	16	5
	Purchase money for £2,000 Treasury Bills maturing 14th August, 1903	...	...	...	1,993	5	9	39,000 - -
	Transfer to Consolidated Loans Fund for discount on Treasury Bills maturing 14th August, 1903	...	...	...		6	14	3
Temporary Loans Account—								2,000 - -
	Temporary loans repaid	...	...	...				41,000 - -
		...	...	...				600,000 - -
		...	...	...				600,000 - -

SUMMARY OF BALANCES—31st MARCH, 1904.

						AT DEBIT.	AT CREDIT.
						£ s. d.	£ s. d.
Income Accounts—						—	190,581 7 9
General County	...	...	...	...	...	—	12,253 11 2
Special County	...	...	...	...	...	—	176,670 1 —
Exchequer Contribution	...	...	...	...	...	—	18,561 5 2
Technical Education (Science and Art Grants)	...	...	...	...	...	—	503 19 11
Equalisation Fund	...	...	...	...	...	—	367 5 10
Small Holdings	...	...	...	...	...	1,817 5 9	—
Dwellings Improvement Acts)	...	...	...	...	...	—	21,205 6 10
Dwelling-house Improvement Fund	...	...	...	...	...	—	5,017 4 7
Tramways	...	...	...	...	...	—	—
					...	1,529,872 14 6	—
Capital Accounts							
Interest and Sinking Fund Accounts—						—	264,982 9 1
Consolidated Loans Fund (Interest)	...	...	...	...	...	—	156,593 3 8
„ „ (Redemption)	...	...	...	...	...	—	—
Miscellaneous Accounts—						127,554 10 7	—
Works	...	...	...	...	...	1,177 5 9	—
Stores	...	...	...	...	...	—	3,032 18 —
Deposit...	...	...	...	...	...	—	27,200 — —
Income Tax Suspense	...	...	...	...	...	—	982,738 15 5
London County Bills	...	...	...	...	...	—	—
						1,660,421 16 7	1,859,707 8 6
						*£199,285 11 11	
Net Balance						...	

H. E. HAWARD,
Comptroller.

* Including £16,334 18s. 1d. balance of advances for special works in connection with improvements.

APPENDIX E.

ACTS OF PARLIAMENT GIVING FURTHER POWERS TO THE COUNCIL SINCE
THE LOCAL GOVERNMENT ACT, 1888.

1889.

The Weights and Measures Act, 1889, 52 and 53 Vict. c. 21.

Part I. of the Act provides as follows—

Every weighing instrument used for trade must be verified and stamped.

The by-laws under section 53 of the Act of 1878 are extended to weighing instruments.

The local authority is to make general regulations (to be approved by the Board of Trade)—(a) for the verification and stamping of weights, measures, and weighing and measuring instruments; (b) for the inspection of weights and measures and weighing instruments.

The Board of Trade is to hold examinations and grant certificates of competency to inspectors, and no new inspector may be appointed who does not hold a certificate.

Fees are to be charged for all verification and stamping, according to a scale in a schedule in the Act.

Part II. of the Act applies to the sale of coal.

Sect. 20. All coal shall be sold by weight.

Sect. 21. Over 2 cwt. of coal delivered by vehicle must be accompanied by a ticket disclosing the net weight of the coal to be delivered.

Sect. 22. Coal sold in bulk must be weighed when sent out, as well as the vehicle which contains it, unless the vehicle is provided by the purchaser; and the tare weight of the vehicle must be marked thereon in such a way as the local authority approves. The coal must be accompanied by a ticket showing the correct weight of the coal, as well as of the vehicle which contains it.

Sect. 24. Quantities under 2 cwt. If coal of less quantity than agreed is delivered, the seller shall be liable to a penalty.

Sect. 25. Where coal is sold by retail for delivery the seller must keep at the place of sale and delivery a verified weighing instrument, and must, if required by the purchaser or by any inspector or other officer appointed for the purpose, weigh any coal before its sale or delivery.

Sect. 26. The local authority may erect fixed weighing instruments at convenient places for weighing coal, and may provide and maintain sufficient portable instruments for the same purpose, and may appoint proper persons to keep and attend such instruments.

Sect. 27. The seller, purchaser, person in charge, inspector of weights and measures, or other person appointed for the purpose by the local authority, may require any coal or any vehicle which contains coal in bulk to be weighed or re-weighed, provided that (a) no vendor shall be required to carry coal beyond the distance prescribed by the local authority (in no case exceeding half a mile), and (b) where the purchaser requires the coal to be weighed or re-weighed, and it is found to be correct, he shall be liable to reasonable costs.

Sect. 28. The local authority may make by-laws, to be approved by the Board of Trade and published, (a) regulating, for the purposes of this Act, the sale of coal under 2 cwt.; (b) requiring a weighing instrument of an approved form to be carried on any vehicle containing coal for sale or delivery; (c) prescribing the distance beyond which coal is not required to be carried for the purpose of being weighed; (d) fixing the fees to be paid for the use of any weighing instrument maintained by the local authority.

An inspector or other appointed officer may enter any place where coal is kept for sale; he may also stop any vehicle with coal for sale or delivery, may test the weights and weighing instruments, and weigh such coal.

Part III. of the Act refers to the law dealing with the sale of bread, which as here amended only requires that all bread (except fancy bread or rolls) shall be sold by weight when so requested by or on behalf of the purchaser, and that bakers shall provide scales for the purpose.

The Technical Instruction Act, 1889, 52 and 53 Vict., c. 76.—Under this Act local authorities (in London the Council) are empowered to supply or aid the supply of technical or manual instruction, and, in the event of their so doing, they are to be represented on the governing body. The rate to be raised in any one year for the purpose of the Act is not to exceed 1d. in the pound.

The Post Office (Sites) Act, 1889, 52 and 53 Vict., c. ccix, provides for the transfer to the Council of a portion of the site of Coldbath-fields prison for the purpose of improving the adjoining streets. It also authorises the Council to purchase, if it so desires, a further portion for preservation as an open space, or the Postmaster General may, instead of selling such portion, pay to the Council £10,000, to be expended in providing open spaces.

The Infectious Diseases (Notification) Act, 1889, 52 and 53 Vict., c. 72, requires (sect. 10) the Managers of the Metropolitan Asylums District to send weekly to the Council such return of the infectious diseases of which they receive certificates in pursuance of the Act as the Council may from time to time require.

The Prevention of Cruelty to, and Protection of, Children Act, 1889, 52 and 53 Vict., c. 44, gives power (sect. 3) to the Council, as the local authority for the county of London, from time to time by by-law to extend or restrict the hours during which children may not be employed in singing, playing, or performing for profit, or offering anything for sale; also to certify by by-laws "places of safety" in which children may be temporarily detained (sects. 6 and 17).

The Metropolitan Improvements Act, 1889, 52 and 53 Vict., c. cxlvii, authorises the Council to purchase and lay out a disused burial-ground and a piece of waste ground adjoining Whitfield's Tabernacle in Tottenham-court-road, and requires the Vestry of St. Pancras to contribute to the cost a sum not exceeding one-half. The Act also empowers the Council to lay out Myatt's-fields, Camberwell, as a public park; to lay out and plant two pieces of vacant land at the north end of Shaftesbury-avenue, and a piece of ground at Piccadilly-circus; to inclose Clissold-park with fencing, and to lay out as an open space the ground acquired under the Metropolis (Tench-street, St. George-in-the-East) Provisional Order Confirmation Act, 1883. The Act extends the time for the completion of certain street improvements already authorised.

The Midland Railway Act, 1889, 52 and 53 Vict., c. xxxix, which authorises the railway company to acquire the Old St. Pancras Burial-ground, provides for the payment by the company to the Council of the sum of £12,000, to be applied in acquiring and laying out other land in the parish of St. Pancras as a recreation-ground or open space or in the enlargement or improvement of existing open spaces.

The Metropolitan Electric Lighting Act, 1889, 52 and 53 Vict., c. cxvii, provides (sect. 12) that without the express consent of the Council no electric wire shall be placed above ground over any street or public place, and requires notice of works to be served on the Council, and gives the Council certain other powers.

1890.

The Lunacy Act, 1890, 53 Vict., c. 5, is a consolidation of the law relating to the reception and maintenance of lunatics, the management of asylums for pauper lunatics, etc., the Council being the authority for the county of London.

The Metropolis Management Amendment Act, 1890, 53 and 54 Vict., c. 66, gives power to vestries and district boards to repair roads or ways, not being streets reparable by them, without prejudice to their powers to apportion and recover the expenses of paving such roads and ways when the same shall be paved as new streets. It attaches penalties to the making of sewers or connections with sewers contrary to plans approved and without the consent of the Council or the local authority. It provides that sand, gravel or other subsoil under a street or way shall not be removed without the consent in writing of the local authority or the Council. Except so far as relates to sewers vested in the Council the Act has no force in the City of London.

The Metropolis Management Act 1862 Amendment Act, 1890, 53 and 54 Vict., c. 54, amends the 78th section of the Metropolis Management Amendment Act, 1862, and empowers vestries and district boards to flag footpaths and recover the expense from owners.

The Housing of the Working Classes Act, 1890, 53 and 54 Vict., c. 70.

Part I. lays down the procedure under which improvement schemes are to be made for the clearance of unhealthy areas and the erection thereon of dwellings for the working classes.

The Council is the sole authority for framing schemes under this part of the Act in all parts of London except the City, the first step towards such a scheme being an official representation by a medical officer of health, who may be required to report by two or more justices of the peace or twelve ratepayers. The scheme must be published between September and November, and a provisional order obtained from the Secretary of State, to be subsequently confirmed by Parliament. The scheme must provide for accommodating all the persons of the working class displaced, unless the Secretary of State sees fit to dispense with the obligation, which he may do to the extent of half the number.

Part II. of the Act enables vestries and district boards, in the case of unhealthy dwellings, to obtain a closing order from a magistrate, as provided by the Sanitary Acts, followed if need be by an order for demolition, and it incorporates such of the provisions of those Acts as are required for the purpose.

The Act makes it the duty of the medical officer of every district to report any premises unfit for human habitation. It also requires local authorities to cause periodical inspection of their districts for the purpose of seeing whether any houses are so dangerous or injurious to health as to be unfit for human habitation. Where such is the case, the local authority is bound to serve a notice on the owner, who has then to find out for himself what works should be done, and if the works are not done by a stated time the local authority must apply to a magistrate for a closing order, within seven days of which the premises must be vacated. The magistrate, in addition to making the order, may impose a penalty up to £20, and the local authority is empowered to sue an owner for the expense incurred by an occupier in removing after the closing order has been made. If not satisfied with the state of things, the local authority may make an order for demolition, which is to be obeyed within three months. An appeal against this order lies to the Quarter Sessions.

This part of the Act also deals with obstructive buildings. Local authorities may purchase houses for the purpose of opening out small courts and alleys without having to prove that such courts are actually unfit for human habitation. An appeal will still, however, lie to the Quarter Sessions, but subject to such appeal the power of purchase is made compulsory, and, although owners have the right preserved to them of retaining sites, no building is to be erected which would defeat the end in view. Part of an obstructive holding may be acquired where the whole is not wanted.

Whenever a local authority finds it desirable that there should be an improvement scheme for an area too small to be properly dealt with under Part I. of the Act, it is to frame one, which need not be published like a larger scheme, but notice of which must be served on the owners, and sanctioned by the Local Government Board (instead of a Secretary of State, as in the case of a larger scheme), and if an agreement is then come to with the owners for the purchase, or if no petition is presented to the Board within two months of its order, the scheme may be carried out without Act of Parliament. The Local Government Board is bound to require provision for the accommodation of the working people displaced, but the amount of such accommodation is discretionary with the Board. The compensation payable when compulsory power is exercised will be governed by the same rules as those laid down for large areas in Part I. of the Act, with the addition that the arbitrator is to have regard to any increased value given to other property of the same owner by the operation of the scheme. The arbitrator, in the case of these schemes, is to be appointed by the Local Government Board, and there will be no appeal from his award as in the case of a large scheme.

The Act does not define what is an area too small for the application of Part I.; but sections 72 and 73 enact that in any case where not more than 10 houses are included in a representation under Part I., the area is to be dealt with under Part II., and that where a local board considers that an area reported under Part II. should be dealt with under Part I., or where the Council considers that an area represented to it under Part I. should be dealt with under Part II., the question shall be referred to the Secretary of State, who is then to appoint an arbitrator to hold an inquiry and report both as to the main question, and as to any contribution if the case is to be dealt with under Part II.

Part III. of the Act gives the Council power to acquire land for and to erect and manage lodging houses for the working classes.

Section 45 of the Act authorises the Council, if a local authority fails to act, to institute proceedings under Part II., after giving a month's notice to the local authority of the intention to proceed, and the local authority is to pay the costs incurred, including any compensation in the case of a closing order, or of an order for demolition or pulling down the same, unless disallowed on appeal.

The Council also has concurrent authority with the local boards to promote and carry out the smaller schemes, so that it need not in this respect give any preliminary notice or receive any representation, and the question whether the cost, or any and what part of it, should be borne by the local authority or by the Council, is to be determined by the Secretary of State. The Council is also empowered to contribute voluntarily to schemes undertaken by the local bodies. In order to facilitate the exercise by the Council of the extensive powers given to it, vestries and district boards are required to forward to the Council copies of any representations, complaints, informations or closing orders, and to furnish all such particulars in relation to subsequent proceedings as the Council may ask for; and further, the medical officer of the Council is, for the purpose of giving effect to the Act generally, to have as much power as if he were the local medical officer (sects. 52 and 76), so that his representation can in future be made to the Council and forwarded to the local authority.

The Working Classes Dwellings Act, 1890, 53 and 54 Vict., c. 16, is an Act to facilitate gifts of land for dwellings for the working classes.

The Contagious Diseases (Animals) Pleuro-Pneumonia Act, 1890, 53 and 54 Vict., c. 14.—By this Act the Board of Agriculture is constituted the authority for ordering the slaughter of animals suffering with pleuro-pneumonia, and for the payment of compensation to the owners, which duties were formerly performed by the Council.

The Open Spaces Act, 1890, 53 and 54 Vict., c. 15, makes provision for the transfer of open spaces from trustees to local authorities.

The London Council (General Powers) Act, 1890, 53 and 54 Vict., c. ccxliii, confers powers on the Council with regard to the acquisition of Brockwell-park, Waterlow-park, and North Woolwich-gardens; provides for the consolidation of by-laws relating to parks and open spaces; authorises the provision of mortuaries for unidentified bodies; amends in some respects the law governing the Council's procedure and conduct of business; empowers the Council to purchase by agreement land to be added to an improvement area for artisans' dwellings; exempts members of the Council from service on juries; provides for an appeal against the certificate of the superintending architect as to general line of buildings; authorises, under certain conditions, larger buildings without party walls than hitherto allowed; provides for the definition of the line constituting the centre of the road, and makes sundry other amendments of the Building Acts. It further empowers the Council to make inquiries relative to the water supply of London; and imposes penalties for trespass in the Council's sewers.

The London Streets (Removal of Gates) Act, 1890, 53 and 54 Vict., c. ccxlvii, provides for the removal of the bars or gates in Torrington-place, Gordon-street, Upper Woburn-place, and Sidmouth-street.

The Tottenham Local Board Act, 1890, 53 and 54 Vict., c. ccxlv, provides (sect. 13) for the extension by agreement between the Council, the Hackney District Board, and the Tottenham and Wood-green Joint Drainage Committee, of the provisions of the Lee Purification Act, 1886, as to the reception into the sewers of the district board and the Council of the Tottenham sewage effluent.

The County Councils Association Expenses Act, 1890, 53 Vict., c. 3, empowers county councils to subscribe to the funds of the Association of County Councils.

1891.

The Technical Instruction Act, 1891, 54 Vict., c. 4, enables local authorities to make provision in aid of technical instruction, and to provide or assist in providing scholarships in schools or institutions outside their districts in cases where similar provision cannot be so advantageously made within their districts.

The Registration of Electors Act, 1891, 54 Vict., c. 18, provides that where a parish is situate in a parliamentary but not in a municipal borough, one half of the expenses and receipts under the Registration Acts, 1843 to 1888, in respect of such parish shall be defrayed out of and paid to the county fund, and the other half defrayed out of and paid to the poor rate of the parish. The revising barrister is to determine what expenses and receipts are incurred or arise in respect of such parish.

The Reformatory and Industrial Schools Act, 1891, 54 and 55 Vict., c. 23, authorises managers of certified schools to apprentice or dispose of a child although his period of detention may not have expired.

The Metropolis (Shelton-street, St. Giles) Provisional Order Confirmation Act, 1891, 54 Vict., c. liii, confirms a provisional order for further modifying the Shelton-street improvement scheme authorised by the Confirming Act of 1887.

The London Boundary-street (Bethnal-green) Provisional Order Confirmation Act, 1891, 54 and 55 Vict., c. lx, confirms a provisional order made under the Housing of the Working Classes Act for the improvement of an unhealthy area in the parishes of Bethnal-green and Shoreditch.

The Lunacy Act, 1891, 54 and 55 Vict., c. 65, provides that a lunatic sent to an asylum shall be classified as a pauper until it is ascertained that he is entitled to be classified as a private patient; and the provisions of the Local Government Act, 1888, as to audit of accounts are to apply to the accounts of asylums and their officers.

The County Councils (Elections) Act, 1891, 54 and 55 Vict., c. 68, enacts that the day of election of councillors shall be such day between 1st and 8th March as the County Council may fix, and that if no date is so fixed it shall be 8th March; that councillors shall retire on 8th March, on which day the new councillors shall come into office; that 16th March, or such other day within 10 days after 8th March as the Council may from time to time fix, shall be the day for the election of chairmen and aldermen. All periods which, in the Municipal Corporations Act, 1882, are computed from 1st or 9th November, are to be computed from the above days. The day of election of councillors is to be fixed by the Council not less than six weeks before 8th March. There is to be no election of a county councillor to fill a casual vacancy within six months before 8th March.

The County Register is to be completed by 20th December in each year, and to come into operation on 1st January following.

The declaration required to be made by a person elected to a corporate office may be made at any time within three months after notice of election. A returning officer is not disqualified from being a member of a County Council unless he has directly or indirectly received profit in respect of such appointment.

The Factory and Workshop Act, 1891, 54 and 55 Vict., c. 75.—By section 7 it is enacted that every factory built in London after 1st January, 1892, in which more than 40 persons are employed shall have a certificate from the Council that the factory is provided with reasonable means of escape in case of fire. The Council is empowered to require owners of factories built before the above date to provide the necessary means of escape within a certain time, the owner being subject to a penalty for non-compliance; any difference of opinion between the owner and the Council is to be settled by arbitration.

The Public Health (London) Act, 1891, 54 and 55 Vict., c. 76.

By-laws.—The Council may make by-laws for London (excluding the City)—

1.—Relating to the removal or carriage by road or water of offensive or noxious matter or liquid, and as to the construction and covering of the carriage or vessel used for such purpose.

2.—As to the closing and filling up of cesspools and privies, the removal and disposal of refuse, and the duties of occupiers in connection with house refuse, so as to facilitate its removal by the scavengers.

3.—With respect to water closets, earth closets, privies, ashpits (i.e. dustbins), cesspools and receptacles for dung, and the proper accessories thereof in connection with buildings.

4.—For regulating the conduct of offensive trades, the structure of the premises for such trades, and the mode in which application shall be made for establishing anew various specified businesses. The trades of blood boiler, bone boiler, manure manufacturer, soap boiler (unrestricted), tallow melter and knacker are specifically prohibited from being established anew.

A petty sessional court may be empowered by summary order to deprive any person of the right, either temporarily or permanently, of carrying on any business to which the by-laws relate as a punishment for breaking the same. The Metropolitan Cattle Market, the Cattle Market at Deptford, and the slaughterhouses thereat, are exempted from the Council's jurisdiction. Any sanitary authority or person aggrieved by any proposed by-law under this section may appeal to the Local Government Board. The sanitary authorities are charged with the administration of the by-laws made in regard to Nos. 1, 2 and 3, and the Council is apparently charged with those under No. 4.

The Local Government Board may make orders for the following purposes, but the Council will be the authority to administer and enforce them and the by-laws made thereunder—

(a) For the registration with the Council of all persons carrying on the trade of a dairymaid.

(b) For the inspection of cattle in dairies, and for prescribing and regulating the lighting, ventilation, cleansing, drainage, and water supply of dairies.

(c) For securing the cleanliness of milk vessels used for containing milk for sale.

(d) For prescribing precautions to be taken for protecting milk against infection or contamination.

(e) For authorising the Council to make by-laws for any of these purposes.

No by-laws are to take effect until confirmed by the Local Government Board, and in cases where the by-laws have to be observed or enforced by a sanitary authority such authority is to have the opportunity of making representations.

Offensive trades.—The Council may sanction the establishment anew of offensive trades in London (the City excepted); but at least 14 days before doing so public notice is to be given of the application for such sanction, and a time and place stated at which the Council will hear objections. A copy of the notice is also to be affixed on the premises concerned. After hearing objections (if any) the sanction is to be granted or withheld as the Council may decide. The Council may charge for an order a fee not exceeding 40s. A business is deemed to be established anew if it is removed from one premises to another, or if renewed on the same premises after being discontinued nine months or more, or if the premises are enlarged without the consent of the Council, but it is not so deemed because the ownership has been changed, or because the building if wholly or partially pulled down or burnt down has been reconstructed without extension on the same area.

No premises are to be used as a slaughter-house, knacker's-yard, or cow-house (for keeping cows) without a license from the Council. A fee not exceeding 5s. may be charged for each license. Not less than fourteen days' notice must be given to the sanitary authority of the district before granting or renewing a license, and the sanitary authority may oppose the application. Seven days' notice of objection is to be served on the applicant, but if no notice has been given, the Council may adjourn the hearing in order to inform the applicant, and require his attendance when the case is re-heard. If a Committee refuse or recommend the Council to refuse a renewal, the Council must itself hear the applicant against such refusal if written application is made by the applicant within seven days of his being informed of such decision. Slaughterhouses in the Metropolitan Cattle Market are exempted from this provision, and the Council's jurisdiction is excluded from the City. The Council may make complaint or take proceedings against any sanitary authority (including the City) if it remove and collect or deposit house or street refuse in such a manner as to cause a nuisance or be injurious to the health of any of the inhabitants of the district.

Also if premises used by any sanitary authority (including the City) for the treatment or disposal of refuse are a nuisance or injurious to health, such nuisance may be dealt with summarily under this Act, and in this case the Council is to put the law into force. But no proceedings are to be taken by the Council against a sanitary authority under this section except with the consent of the Local Government Board. Any fine imposed on a sanitary authority is to be paid to the Council.

Appeals.—Any person aggrieved by any notice or act of any sanitary authority (except the City), on the following matters may appeal to the Council, and its decision is in all cases to be final—(1) As to provision of ash-pits or waterclosets in connection with houses. (2) As to repairs or alterations to any closet, privy, ash-pit, or cesspool, or as to order for removal of same. (3) As to constructing, covering, filling up, or other alteration of drains. These appeals are to be conducted in accordance with the provisions of sections 211 and 212 of the Metropolitan Management Act, 1855.

Infectious diseases.—The Metropolitan Asylums Managers are to send weekly to the Council and to every medical officer of health such returns as the Council may require of the infectious diseases over the whole county of which the Managers receive certificates.

The Council may order the provision respecting compulsory notification to apply to any infectious disease other than those enumerated in the Act. Such order may be permanent or temporary, and may be revoked or varied. Special notice of at least 14 clear days will have to be given of a meeting at which a resolution for such order is to be proposed. The order is to be subject to confirmation by the Local Government Board, and public notice will have afterwards to be given at least one week before it comes into operation. Certain exceptions to these conditions are made for cases of emergency. The order is to apply to the whole of London (including the City).

When an order is issued by a sanitary authority to any dairyman whose premises are within the county requiring him not to supply milk within the district on the ground that infectious disease is caused by its consumption, notice of the facts is forthwith to be served upon the Council by the sanitary authority (including the City).

Mortuaries, etc.—The Council may require any sanitary authority (except the City) to provide and maintain a proper building for the reception of bodies for *post-mortem* examination. Such building may be in connection with a mortuary, but not with a workhouse.

The combination of sanitary authorities for carrying out the provisions of the Act with respect to mortuaries and buildings for *post-mortem* examinations, or the contracting with each other for the purpose, is authorised, subject in every case to the approval of the Council.

The Council is to provide and maintain proper accommodation for the holding of inquests, or it may arrange with a sanitary authority to do so on such terms as may be agreed upon.

The Council may provide and fit up one or two suitable buildings for the reception of unidentified dead bodies where they can be retained and preserved with a view to identification, and provide all such appliances as may be necessary for such purpose.

Proceedings in default.—The Council, on satisfactory proof being given that any sanitary authority (except the City) has failed in its duty with respect to (a) the removal of any nuisance, (b) the institution of any proceedings, or (c) the enforcement of any by-law, may institute any proceeding or do any act which the authority might have instituted or done for that purpose, and may recover costs from the defaulting authority.

The Council may also make complaint to the Local Government Board against any sanitary authority (including the City) for failing to execute or enforce any provisions of the Act or of any by-law, and the Local Government Board, if satisfied that the complaint is justified, and that it cannot be remedied under the other provisions of the Act, is to make an order limiting the time for the performance of the neglected duty by the defaulting authority. If disregarded this may be enforced by writ of *mandamus*, or the Local Government Board may (except in the City) appoint the Council to perform the duty. In the latter case, the Council will have all the powers of the sanitary authority, and will charge all costs and expenses to the authority in default. For the purpose of recovering such debt, power is given to the Council to levy the amount by a rate, or, if a loan is required for the purpose, the Council, with the consent of the Local Government Board, may borrow the sum required in the name and on the security of the defaulting authority.

The Council may, by an authorised officer, examine the book of any sanitary authority (including the City) ordered by the Act to be kept, in which are entered all complaints of nuisances or of infringements of the law, and the order of the sanitary authority thereon. The Council may also, if of opinion that any such authority has not appointed a sufficient number of sanitary inspectors, make a representation to that effect to the Local Government Board, and that department, after holding a local inquiry, may order the appointment of additional inspectors.

Salaries.—The Council is to pay one-half of the salaries of medical officers of health and sanitary inspectors appointed or re-appointed after 1st January, 1892, throughout London (including the City) out of the Exchequer Contribution Account.

The London Overhead Wires Act, 1891, 54 and 55 Vict., c. lxxvii, provides that companies shall within one month after they shall have placed a wire overhead give notice to the Council and the local authority

showing the locality and position of the wire, and after by-laws shall have been made the wires shall be placed subject to and in accordance with the by-laws. Owners may require the company to alter or remove a wire, and, in the event of the company refusing or neglecting to do so, the Council may alter or remove the wire, and the costs of so doing are to be paid by the company. The Council may make and vary by-laws. Should the Council be of opinion that the by-laws are not being adequately and uniformly administered, the Council may apply to the Board of Trade, and that Board, after hearing the vestry or district board concerned, may make an order for securing the enforcement of the by-laws or for establishing uniformity of administration; and the order may include power to the Council to enforce the order and recover the expense from the vestry or district board. The Council or the local authority may appoint inspectors for the purposes of the Act.

The London Sky Signs Act, 1891, 54 and 55 Vict. c. lxxviii, provides that after 3rd July, 1891, it shall be unlawful to erect any sky-sign in London, and that signs erected previously to the Act shall only be retained on licence from the Council or the City Commissioners of Sewers, after the owner shall have obtained a certificate from a district surveyor that the sky-sign is not dangerous. Owners of sky-signs may appeal to the Council should the district surveyor refuse to grant a certificate. Penalties are prescribed for erecting or retaining sky-signs contrary to the Act, and the Council or the City Commissioners of Sewers may take proceedings for the removal of unlicensed sky-signs as if they were dangerous structures under the Building Act, 1855.

* **The Tottenham and Wood-green Sewerage Act, 1891, 54 and 55 Vict., c. ccv**, provides for the admission of the sewage of the joint drainage district into the Council's sewers. The Council's engineer and other officers are to have access to any station or works of the Joint Drainage Committee, and any new station or works must be constructed and maintained to the satisfaction of the Council's engineer. The Joint Drainage Committee is not to allow other areas to be drained through its sewers into the Council's sewers. Sect. 7 limits the quantity of sewage to be delivered into the Council's sewers, and specifies the amount of money to be paid to the Council in case the quantity is exceeded. The certificate of the Council's engineer as to the quantity of sewage delivered is to be conclusive. The Act prescribes the amounts to be paid annually to the Council towards the expenses, etc., of the main drainage system, the dates of payments, and the power of the Council to enforce payment.

The London Council (General Powers) Act, 1891, 54 and 55 Vict., c. ccvi, gives power to the Council to reconstruct the bridge across Bow-creek at Barking-road and improve the approaches; to reconstruct four bridges in the Isle of Dogs; to form a new street from Evelyn-street to Creek-road; to widen St. George's-place, Knightsbridge, Fulham-palace-road and Queen-street, Hammersmith, and Fortress-road, Kentish-town; and to acquire land at Renfrew-road, Lambeth, for fire brigade purposes. Section 47 extends the time for the completion of the Rosebery-avenue improvement. The Act also authorises an exchange of land at Plumstead-common, the purchase of additional land at Peckham-rye-common, the vesting of Maryon-park in the Council, the purchase of Bostall-woods, and the conveyance of Brockwell-park to the Council. It authorises the East Ham Local Board to contribute £500 towards the purchase of North Woolwich-gardens, and includes all lands referred to in the Act among the parks to which the by-laws under the General Powers Act of 1890 are applicable.

The Council is also empowered to grant pensions to persons formerly in the employ of the Metropolitan Board of Works, but who were not held by the Board to be entitled to pensions, and to give a gratuity to any such person or representative of such person, and to establish a superannuation and provident fund.

The Council is authorised to conduct inquiries and negotiations as to markets.

1892.

The Charity Inquiries (Expenses) Act, 1892, 55 and 56 Vict., c. 15, empowers county councils to contribute towards the expenses of inquiries by the Charity Commissioners into charities expressly appropriated for the benefit of their respective counties.

The Weights and Measures (Purchase) Act, 1892, 55 and 56 Vict., c. 18, empowers county councils to enter into an agreement for the purchase, subject to the approval of the Board of Trade, of any franchise of weights and measures within their respective areas.

The Small Holdings Act, 1892, 55 and 56 Vict., c. 31, gives power to county councils to purchase or lease land and to adapt it and sell or let portions of it for small holdings. The term "small holding" in the Act means land acquired for the purposes of the Act, such land to exceed one acre, and not to exceed fifty acres in area, or, if exceeding fifty acres, to be of an annual value for purposes of the income tax not exceeding fifty pounds. Councils may assist tenants in the purchase of holdings by lending a part, not exceeding four-fifths of the purchase money. Any council acquiring or renting land for the purposes of the Act is to fix the purchase money or rent at an amount which will guard it against loss.

The Military Lands Act, 1892, 55 and 56 Vict., c. 43, provides that the council of a county or borough may, at the request of one or more volunteer corps, purchase and hold land on behalf of the volunteer corps for military purposes, and the council may borrow money for what is required.

The Coroners Act, 1892, 55 and 56 Vict., c. 56, enacts that every coroner appointed by the Council shall appoint, by writing, a person approved by the chairman of the Council to be his deputy, and that a duplicate of each appointment shall be sent to the Council and kept amongst its records.

The Council may postpone for a period not exceeding three months the appointment of a coroner to fill a vacancy.

The Shop Hours Act, 1892, 55 and 56 Vict., c. 62, prescribes the maximum number of hours during which young persons may be employed in shops. Town and county councils may appoint inspectors for the execution of the Act within their respective jurisdictions. Sections 68 and 70 of the Factory and Workshop Act, 1872, are to apply to any inspectors so appointed.

The London Water Act, 1892, 55 and 56 Vict., c. cxxx, empowers the Council to introduce into Parliament bills relating to the supply of water in the county and within the area of supply of the London water companies, and also to expend a sum not exceeding £10,000 in making inquiries as to the existing supply and possible sources of supply of water.

The Lee Valley Drainage Act, 1892, 55 and 56 Vict., c. cli, provides for the appointment by the Council of one of the commissioners incorporated by the Act. The appointment may be revoked at any time at the discretion of the Council, and is to remain in force until notice of the revocation and new appointment has been given to the clerk to the commissioners.

The North Metropolitan Tramways Act, 1892, 55 and 56 Vict., c. clx. Section 5 confirms an agreement between the Council and the company by which the Council undertakes not to exercise earlier than 10th August, 1910, the power to purchase any of the tramways constructed by the former North London Tramways Company, and sold by that company to the North Metropolitan Tramways Company.

The London County Council (General Powers) Act, 1892, 55 and 56 Vict., c. cxxxviii, gives power to the Council to widen and improve Sandy's-row from the junction of Wentworth-street with Middlesex-street to Catherine-wheel-alley, and to the City Commissioners of Sewers to continue the thoroughfare to Bishopsgate-street Without, the Council paying half the cost of this portion of the improvement. It also empowers the

Council to acquire certain property at Clerkenwell for Fire Brigade purposes. Section 34 extends the time for the purchase of lands and property required for the Blackwall-tunnel works. The Act also provides for an exchange of land at Peckham-rye-common; for the closing of Victoria-park cemetery for burials, and the application of the Metropolitan Open Spaces Act, 1881, and the Open Spaces Act, 1887, to the cemetery; for the acquisition of pieces of land adjoining Highgate-road, and for the maintenance of the land by the Vestry of St. Pancras. Section 39 provides for officials being sworn in as constables for enforcing by-laws for the management of Woolwich-ferry; and section 40 provides that the authority to make and enforce by-laws shall apply to all bridges vested in the Council under the Local Government Act, 1888, and bridges belonging jointly to the Council and other authorities. Section 41 amends the provisions of the Act of 1891 relative to the establishment by the Council of a superannuation and provident fund.

1893.

The Barbed Wire Act, 1893, 56 and 57 Vict., c. 32, empowers county councils to serve notices for the removal of barbed wire fencing from land adjoining highways where the fencing is a nuisance to such highways. Proceedings may be taken against the owners if such notices be disregarded.

The Public Health (London) Act Amendment Act, 1893, 56 and 57 Vict., c. 47, gives power to local authorities to borrow money for the provision of land, wharves, destructors, and so forth in connection with the collection and disposal of refuse.

The Fertilisers and Feeding Stuffs Act, 1893, 56 and 57 Vict., c. 56, requires the Council to appoint or concur in appointing a district analyst to whom purchasers of substances referred to in the Act may apply for analyses of articles purchased. The Council is to fix the amount of the fee to be charged for each analysis.

The London Hydraulic Power Company's Act, 1893, 56 and 57 Vict., c. lx. By section 13 the Council can require the Company to supply maps, plans, or sections of any mains or pipes already laid or to be laid by the Company within the county of London.

The London Streets (Removal of Gates, Bars, etc.) Act, 1893, 56 Vict., c. lxvi, provides for the removal of obstructions from certain streets specified in the Act.

The Shop Hours Act, 1893, 56 and 57 Vict., c. 67, empowers the Council to pay the salaries and expenses incurred for the purposes of the Shop Hours Act, 1892.

The London Open Spaces Act, 1893, 56 and 57 Vict., c. lxxi, empowers the Council to acquire the Hackney-marshes, and to purchase and exchange land at Hilly-fields, Brockley. The Act also vests in the Council the York Water Gate and the site thereof and certain land adjoining.

The London County Council Subways Act, 1893, 56 and 57 Vict., c. ccii, enables the Council to make and enforce by-laws and regulations with respect to the use of all its subways.

The West Ham Corporation Act, 1893, 56 and 57 Vict., c. cciv. Section 18 provides for the drainage of the Borough of West Ham being discharged into the Council's northern main outfall sewer.

The London County Council (General Powers) Act, 1893, 56 and 57 Vict., c. ccxxi, increases the number of members of the Thames Conservancy Board, and provides that three shall be elected by the Council. The Board is required to introduce a bill in the session of 1894 to amend and consolidate the public and local acts relating to the conservancy of the Thames, so far as regards the constitution and powers of the Board, and, in the event of the Board failing to introduce the bill or of the bill failing to become law, the Council is empowered to introduce such a bill. The Act also empowers the Council to make regulations with respect to the erection of dwelling houses on low-lying land, to expend a sum not exceeding £1,000 in any one year in investigations in relation to subjects upon which the Council would otherwise not have power to expend money, and to require certain returns from rating authorities. Section 10 amends the provisions in the second schedule of the Municipal Corporations Act, 1882, as to meetings and proceedings of the Council. Section 11 relieves the Council from entering into recognizances to prosecute appeals or other legal proceedings. Section 15 gives further powers with respect to the re-arrangement of parish wards. Section 16 increases the penalty for giving a false alarm of fire. Section 17 amends the London Sky Signs Act, 1891, with respect to the definition of the expression "sky sign." Section 18 empowers the Council to provide music in any place within the county. Section 19 empowers the Council to make provision for workmen or others injured whilst working under compressed air on the Blackwall-tunnel works, and, in case of death, for their widows or children; and section 20 gives powers in connection with the electric lighting of the Victoria-embankment and gardens and Westminster and Waterloo bridges.

1894.

The Local Government Act, 1894, 56 and 57 Vict., c. 73. The main object of this Act was to provide a system of local government for the rural districts throughout England and Wales, and thus enable the rural populations by means of parish meetings, parish councils, and district councils to manage their own local affairs. It supplements the Local Government Act of 1888, under which representative county government was instituted. Some of the provisions of the new Act are applied to London, particularly those which relate to the mode of election of boards of guardians. The Act abolishes the rating qualification of voters and also abolishes plural voting and *ex-officio* membership, and provides for the election of guardians and vestrymen (sect. 48) by ballot in the manner prescribed by the Ballot Act, 1872, and the Municipal Corporations Act, 1882. The parochial electors in London are to be all persons registered either in the local government register of electors or the parliamentary register. The first elections under the Act are to be held in November, 1894, and at that date all the members of the present boards of guardians and vestries are to retire, and a new election of the whole of those bodies is to take place. The expenses of elections are not to exceed the scale fixed by the county council. The constitution of the district boards of London, that is to say, the local governing bodies of the districts formed by the grouping of certain parishes, is not altered by the Act. Every vestry and every district board is at its first meeting to elect a chairman for the year, and the chairman so elected is to be by virtue of his office a justice of the peace for the county of London. The London County Council may from time to time fix or alter the number of guardians to be elected for each parish, and may for these purposes add parishes to each other, and divide parishes into wards. The Council may also regulate the retirement of guardians where they retire by thirds, so that as nearly as may be one-third of the guardians may retire in each year; or it may, on the application of a board of guardians, direct that all the members of the board shall retire together every third year.

The Wild Birds Protection Act, 1894, 57 and 58 Vict., c. 24, empowers the Secretary of State, on application of county councils, to prohibit by order the taking or destroying of wild birds' eggs generally or the eggs of any specified kinds of wild birds, the county council specifying the limits of the places and the particular species of wild birds to which the order is to apply, and the reasons why the application is made. The Council is to publish the order previously to its coming into force, and penalties are recoverable for its infringement.

The Finance Act, 1894, 57 and 58 Vict., c. 30. By this Act county councils are required to appoint a sufficient number of qualified persons to act as valuers, and are to fix a scale of charges for the remuneration of such persons, and the Court may refer any question of disputed value in connection with the estate duty payable under the Act to the arbitration of any person so appointed.

The Industrial Schools Acts Amendment Act, 1894, 57 and 58 Vict., c. 33, continues the operation of the licensing clauses of the Act up to the age of 18, and provides that the control of the managers shall not finally cease until the age of 18 is reached. The Act can be applied to children in schools at the date of its passing with their own consent.

The London (Equalisation of Rates) Act, 1894, 57 and 58 Vict., c. 53, requires the Council to form each year an equalisation fund equal to a rate of 6d. in the pound on the rateable value of London. Each half year the Council is to apportion the contribution due from and the grant due to each parish, the contributions being apportioned according to rateable value and the grants according to population. Grants made under the Act are to be applied by sanitary authorities receiving them in defraying the expenses of carrying out the duties cast upon them by the Public Health (London) Act, 1891, and subject thereto the grants are to go towards the expenses of lighting and street maintenance.

The Housing of the Working Classes Act, 1894, 57 and 58 Vict., c. 55, enlarges the powers of borrowing given to local authorities for the purpose of improvement schemes under Part II. of the Housing of the Working Classes Act, 1890.

The Diseases of Animals Act, 1894, 57 and 58 Vict., c. 57, consolidates the law relating to the contagious diseases of animals. The Council is the local authority for the county of London, and the City Corporation in the city, but the parishes in the city are to be assessed to the Council's expenses under the Act.

The Local Government Board's Provisional Orders Confirmation (No. 12) Act, 1894, 57 and 58 Vict., c. cxxiv. This Act confirms the provisional order made by the Local Government Board transferring to the Council the powers and duties of the Commissioner of Police under the Common Lodging Houses Acts, 1851 and 1853.

The London County Council (Improvements) Act, 1894, 57 and 58 Vict., c. clxxxv, gives power to the Council to make the Highgate Archway improvement and to widen Wood-lane, Hammersmith; also to acquire certain land for fire brigade stations, weights and measures office, and coroners' courts and mortuaries. The Act also extends the period for the completion of the Blackwall-tunnel, and for the compulsory purchase of lands authorised by the London County Council (General Powers) Act, 1891, and authorises the purchase by the Council of Lincoln's Inn-fields as a public garden.

The Thames Conservancy Act, 1894, 57 and 58 Vict., c. clxxxvii, amends the constitution and consolidates and extends the statutory powers of the conservators of the river Thames to make further provision for the preservation and improvement of the river for the purposes of navigation and as a source of water supply for London and its suburbs. The county councils of the counties through which the river Thames flows are represented on the Conservancy Board—the London County Council by six members, the City Corporation by six members, and the other county councils and councils of county boroughs by one member each. The Admiralty, the Board of Trade, the Trinity House, ship and barge owners, dockowners and wharfingers are also represented. The Act specifies the sums which shall be annually paid by the London water companies to the conservators in respect of the water taken by them from the river Thames. The conservators are required to preserve and maintain at all times as far as may be the flow and purity of the water of the Thames and its tributaries down to the western boundary of the county of London. The Act provides for the appointment of a commission to inquire into the question of the dredging of the estuary of the Thames.

The London County Council (General Powers) Act, 1894, 57 and 58 Vict., c. cxxii, authorises the Council to enter into an agreement with the water companies and the local authorities with respect to the use of fire hydrants for flushing purposes; subjects to penalty persons offending against by-laws of the Council with reference to the conveyance of explosives by the ferry boats, and authorises the Council to search on the ferry boats for explosives; inflicts a penalty for the discharge of solid and liquid matter and refuse or heated water into sewers; and empowers the Council to contribute towards the cost of acquiring land to be added to the Paddington Recreation-ground.

The London Building Act, 1894, 57 and 58 Vict., c. cxxiii, consolidates and amends the law relating to streets and buildings in London. It contains provisions with respect to the formation and widening of streets; lines of building frontage; naming and numbering of houses, open spaces about buildings, and height of buildings; construction of buildings; special and temporary buildings and wooden structures; rights of building and adjoining owners; dangerous and neglected structures; dwelling-houses on low-lying land; sky-signs; and other matters. The Act provides for the appointment of a superintending architect and of district surveyors, and also for the constitution of a tribunal of appeal to hear and determine appeals against decisions of the Council and of the superintending architect in certain cases.

1895.

The Shop Hours Act, 1895, 58 Vict., c. 5, provides that any employer failing to keep exhibited the notice required by sec. 4 of the Shop Hours Act, 1892, in the manner required by that section, shall be liable to a fine not exceeding 40s.

The London (Boundary-street, Bethnal-green) Provisional Order Confirmation Act, 1895, 58 Vict., c. v. This Act confirms a provisional order permitting certain modifications in the scheme made by the Council for the improvement of an unhealthy area in the parishes of Bethnal-green and Shoreditch.

The London Street Tramways Act, 1895, 58 Vict., c. xxxii, gives power to the London Street Tramways Company to take from the Council a lease of any tramways, and property connected therewith, which the Council may have acquired or constructed. The company are also relieved from constructing the "Archway Road line" authorised by their Act of 1888, and from contributing to the cost of the reconstruction of Highgate archway.

The Factory and Workshop Act, 1895, 58 and 59 Vict., c. 37, brings workshops and laundries under the operation of section 7 of the Factory and Workshop Act, 1891, which section gives the Council power with regard to the provision of means of escape from factories in case of fire. The Act also limits to one month from the time the difference arises the time under which applications may be made to refer to arbitration a difference of opinion as to a notice issued by the Council under the same section of the Act of 1891.

The Local Government Board's Provisional Orders Confirmation (Housing of the Working Classes) Act, 1895, 58 and 59 Vict., c. xciii, confirms a provisional order sanctioning a scheme made under Part II. of the Housing of the Working Classes Act, 1890, for the improvement of Queen Catherine-court, Brook-street, Limehouse.

The Tramways Orders Confirmation (No. 1) Act, 1895, 58 and 59 Vict., c. c, confirms a provisional order authorising the London United Tramways Company to construct doublings and new lines in King-street, Hammersmith. If all new works under the order are carried out within two years of its confirmation, the time of the purchase by the Council of all the company's tramways within the county is altered from 1903 to 1909, but if the works are not completed within the time specified then the whole undertaking, including the new works, shall become purchaseable in 1903.

The London County Council (General Powers) Act, 1895, 58 and 59 Vict., c. cxxvii, sanctions the widening by the Council (1) of Blackstock-road, Islington, one-half the cost being contributed by the Vestry of Islington; (2) of the southern approach to Woolwich-ferry; and (3) of Ben Jonson-road, Mile-end Old-town, one-half the cost of this work being borne by the Council and the other half in moieties by the Vestry of Mile-end Old-town and the Limehouse District Board. All powers to carry out this latter improvement may, however, and shall, if required by the two local authorities, be transferred to those bodies.

The Act also gives power to the Council to acquire certain lands for the purpose of forming approaches to the Millbank Penitentiary site, for the purposes of a fire-brigade station at Islington, and for a weights and measures office and a coroner's court (the latter to be erected by the local authority) at Greenwich. It provides for contributions from the local authorities of the districts concerned towards the cost of the purchase by the Council of land at Deptford and Poplar for the purpose of open spaces; of land at Plumstead as an addition to Bostall-heath; and of land at Lambeth for the purpose of forming an additional entrance to Brockwell-park.

The Act provides for the reconstruction as a double line of the tramway in that part of Trafalgar-road, Greenwich, which will be widened in connection with the improvement to be carried out under the Blackwall-tunnel scheme; removes the limitation of the number of wards into which a parish may be divided imposed by the Council's General Powers Act of 1893; sanctions the granting by the Council of a pension to the chairman of the Court of Quarter Sessions; permits the payment of compensation to workmen or persons in the employment of the Council injured in course of such employment; permits the Council to erect gymnasia and to provide and let boats on the water, in any of the Council's parks or open spaces, and provides that the Council's bridges over the Thames and Deptford-creek shall be deemed to be county bridges.

The London County Council (Vauxhall-bridge) Act, 1895, 58 and 59 Vict., c. cxxix, empowers the Council to construct a temporary bridge by the side of Vauxhall-bridge, and on completion of such structure to remove the existing bridge and build a new bridge in its place.

The London County Council (Tower-bridge Southern Approach) Act, 1895, 58 and 59 Vict., c. cxxx, confers power on the Council to make a new approach to the Tower-bridge from the south side by widening certain portions of Bermondsey New-road, by constructing a new road from Grange-road to Artillery-street, and by widening Church-row. The Act contains "betterment clauses," providing for an improvement charge to be placed on such lands in the neighbourhood, not acquired for the purposes of the improvement, as may be substantially and permanently increased in value by the carrying out of the improvement.

1896.

The Agricultural Rates Act, 1896, 59 and 60 Vict., c. 16, enacts that agricultural land, as defined by the Act, shall for the period of five years after 31st March, 1897, be relieved of one-half of the rates paid previously to that date, and the deficiency thus arising in the receipts of the various spending authorities is to be made good by half-yearly grants from the local taxation account, the amount required for this purpose being paid to the local taxation account by the Commissioners of Inland Revenue out of the proceeds of the estate duty derived in England from personal property. The share of the amount of the grant payable to each spending authority is to be certified by the Local Government Board, after determining the amounts which for the purposes of the Act are "to be taken as having been raised during the last year before the passing of this Act by any rate to which the Act applies for the expenditure of each spending authority."

The Public Offices (Westminster) Site Act, 1896, 59 and 60 Vict., c. 23, provides for the acquisition of land for a site for new public offices at Westminster by the Commissioners of Works, and empowers the Council to agree with the Commissioners to assist in the execution of anything authorised by the Act.

The Locomotives on Highways Act, 1896, 59 and 60 Vict., c. 36, exempts vehicles propelled by mechanical power, if under three tons in weight unladen and not used for drawing more than one vehicle of limited weight and so constructed that no smoke or visible vapour is emitted therefrom, (in the Act called "light locomotives," from the restrictions imposed upon the use of locomotives on highways. The Local Government Board has power to make regulations with respect to the use of such light locomotives.

The Light Railways Act, 1896, 59 and 60 Vict., c. 48. By this Act a commission is established consisting of three commissioners (styled Light Railway Commissioners) to be appointed by the President of the Board of Trade, and to this commission is to be made any application for an order authorising a light railway under the Act, which application may be made by any county or other council or by individuals or companies. Any order made by the Commissioners is to be confirmed by the Board of Trade, and that Board is also to hear appeals against any refusal by the Commissioners to grant an application for a light railway. County and other councils may if authorised by an order themselves construct and work the light railways authorised, or may advance to a company either by way of a loan or as part of the share capital of the company any amount authorised by the order. The Treasury may also under certain conditions advance or grant to a light railway company a limited amount.

The London County Tramways Act, 1896, 59 and 60 Vict., c. li, empowers the Council to work tramways purchased or acquired by them.

The Quarter Sessions (London) Act, 1896, 59 and 60 Vict., c. 55, provides for the assignment by the Queen of pensions to the chairman and deputy chairman of the London Court of Quarter Sessions, and for the appointment of deputies in the case of the absence of the chairman or deputy chairman of the court. The Act also enables both the chairman and deputy chairman of the court to appoint clerks at salaries of £250 and £150 respectively. All pensions, fees and salaries paid under the Act are to be paid by the Council out of the county fund.

The Baths and Washhouses Act, 1896, 59 and 60 Vict., c. 59, provides that swimming baths in London when closed may be used for music and dancing provided a licence is obtained from the Council, and that the premises licensed shall not be let otherwise than occasionally, and no money for admission taken at the doors.

The London County Council (General Powers) Act, 1896, 59 and 60 Vict., c. clxxxviii, authorises the purchase by the Council of land at Lambeth in connection with the improvement of the eastern approach to Lambeth-bridge; of land for the purpose of forming steps for foot passengers as a means of access to the footway along the western side of Wandsworth-bridge; of part of the Plumstead parish churchyard for the purpose of widening High-street, Plumstead, on the north side. The Council may and shall, if required by the vestry, transfer to the Vestry of Plumstead all powers for the carrying out of the latter undertaking, and the cost of its execution is to be borne by the vestry. The purchase is also authorised of the "White House" beerhouse and property connected therewith as an addition to Hackney-marshes; of land at Babington-road, Streatham, and Uxbridge-road, Shepherd's-bush, for fire brigade purposes, and of land in Devonshire-street, Newington, for the construction of a gas-meter testing-station. Section 7 of the London County Council (Improvements) Act, 1894, so far as relates to the acquisition by the Council of land opposite the northern end of Mardale-street, Goldhawk-road, for a coroner's court and mortuary, is repealed. The time for the purchase of land in connection with the transfer to the Council of the York water-gate under the London Open Spaces Act, 1893, is extended to 29th June, 1899; and Part II. of the Railways Clauses Act, 1863, relating to extension of time, is deemed to be incorporated with the Act. Section 16 of the Highways and Locomotives Amendment Act, 1878, is applied to any part of a main road in the County of London (excluding the City), and an order made by the

Local Government Board declaring that any road or part of a road in the county has ceased to be a main road and become an ordinary highway is made final without confirmation by Parliament on terms as to compensation to be decided by the Board. Vestries and district boards are enabled to borrow money for the purposes of providing shelter or house accommodation for persons removed from home in case of infectious disease. The Council is granted the same powers as to the playing of music on Highbury-fields as it possesses in respect of other open spaces under its control not subject to special restrictions.

The London Tramways Company, Limited, Act, 1896, 59 and 60 Vict., c. clxxxix., empowers that company to construct double lines of tramways in Camberwell-new-road, Harleyford-street, and elsewhere, and provides for the purchase of the undertakings by the Council and the leasing thereof to the company.

The London County Council (Vauxhall-bridge Tramways) Act, 1896, 59 and 60 Vict., c. ccxi., empowers the Council to construct double lines of tramways (1) connecting the London Tramways Company's tramway at Vauxhall-bridge-road with the company's tramway under the London and South Western Railway Company's bridge over Kennington-lane, (2) connecting the South London Tramways Company's and the London Southern Tramways Company's tramways at Vauxhall-cross or one of them at or near the junction of the tramways with the intended tramway (No. 1) in Upper Kennington-lane at a defined point. The works are to be completed at the same time as the new Vauxhall-bridge and approaches. If the London Tramways Company's tramways have not been acquired by the Council before the completion of tramway No. 1, that company shall, until the company's connecting tramways have been so acquired, work the tramways to be constructed as part of their system on terms to be settled by agreement or arbitration.

The London County Council (Money) Act, 1896, 59 and 60 Vict., c. ccxiv., in addition to the usual provisions of the annual money Acts, contains clauses empowering the Council to issue a new consolidated stock not redeemable at any fixed date, and to convert stock. The Act also gives further powers to the Council with regard to the raising of money by means of bills.

The Willesden Sewerage Act, 1896, 59 and 60 Vict., c. ccxlvii., provides for the drainage of a portion of Willesden, designated the Willesden metropolitan area, to be discharged into the Council's sewers, the Willesden Urban District Council paying to the Council certain sums fixed by the Act.

1897.

The London (Borough-road, Southwark) Provisional Order Confirmation Act, 1897, 60 Vict., c. i. confirms a provisional order enabling the Council to put into force the powers of the Lands Clauses Acts with respect to the purchase and taking of land at Borough-road, Southwark, otherwise than by agreement, for the purposes of Part iii. of the Housing of the Working Classes Act, 1890.

The London (Churchway, St. Pancras) Provisional Order Confirmation Act, 1897, 60 Vict., c. ii., confirms a provisional order, under the provisions of Part i. of the Housing of the Working Classes Act, 1890, for improving a certain area in the parish of St. Pancras.

The Workmen's Compensation Act, 1897, 60 and 61 Vict., c. 37., makes employers liable to their workmen as defined by the Act, for personal injuries occasioned by accident arising out of and in the course of employments which come within the meaning of the Act, except in cases where it is proved that the injury is attributable to the serious and wilful misconduct of the workman injured. So far as the Council is concerned its employees to which the Act applies are those employed on, in, or about—(a) A "factory," which is defined to include any dock, wharf, quay and warehouse, and so far as relates to the process of loading and unloading therefrom and thereto all machinery and plant used in that process. (b) An "engineering work," which is defined to mean any work of construction or alteration or repair of a railroad, harbour, dock, canal or sewer, and other mechanical power is used. (c) Any building which exceeds 30 feet in height, and is either being constructed or repaired by means of a scaffolding, or being demolished, or on which machinery driven by steam, water or other mechanical power, is being used for the purpose of the construction, repair or demolition thereof. The term "workman" includes every person who is engaged in any employment to which this Act applies, whether by way of manual labour or otherwise, and whether his agreement is one of service or apprenticeship or otherwise, and is expressed or implied, is oral or in writing. Under section 3 of the Act the Registrar of Friendly Societies, after ascertaining the views of the employer and workmen, can certify that any scheme of compensation, benefit or insurance for the workmen in any employment is on the whole not less favourable to the general body of workmen and their dependants than the provisions of the Act; and then the employer may contract with any of these workmen that the provisions of the scheme shall be substituted for the provisions of the Act.

Section 4 of the Act provides that in any employment within the meaning of the Act, where the work of the Council is done by a contractor, the Council itself is made liable to pay compensation under the Act, and also compensation in respect of almost every case where a right to compensation now exists, although it is entitled to be indemnified by the contractor.

The first schedule to the Act deals with the amount of compensation to be paid. (A) Where death results from the injury the amount is to be as follows—(1) if the workman leaves any dependants wholly dependent upon his earnings, a sum equal to his earnings in the employment of the same employer during the three years preceding the injury, or the sum of £150, whichever is the larger, but not exceeding £300; any weekly payments prior to death to be deducted, and if the period of employment is less than three years, 156 times his average weekly earnings during his period of employment (2) if there were no such dependants, but there are dependants in part dependent upon his earnings, such sum not exceeding the amount payable as before, as may be determined by agreement or by arbitration under the Act (3) where there are no dependants, the reasonable expenses, not exceeding £10, of his medical attendance and burial. (B) Where total or partial incapacity results from the injury, a weekly payment is to be made during the incapacity after the second week not exceeding 50 per cent. of his average weekly earnings during the previous 12 months, if he has been so long employed, but, if not, then for any less period during which he has been employed by the same employer, such weekly payment not to exceed £1. The definition of the word "dependants" is, "such members of the workman's family specified in the Fatal Accidents Act, 1846, as were wholly or in part dependent upon the earnings of the workman at the time of his death," viz. wife, husband, father, mother, grandfather, grandmother, stepfather, stepmother, son, daughter, grandson, granddaughter, stepson, and stepdaughter. The second schedule to the Act deals with the method of settling any matter arising under the Act, arbitration in some shape or another being the method selected.

The Weights and Measures (Metric System) Act, 1897, 60 and 61 Vict., c. 46., legalises the use of weights and measures of the metric system, and provides for the making of a table by an order in Council of metric equivalents in substitution for the table in Part I. of the Third Schedule to the Weights and Measures Act, 1878.

The Metropolis Water Act, 1897, 60 and 61 Vict., c. 56., provides that any water consumer or any local authority may complain to the Railway and Canal Commission that any of the metropolitan water companies has failed to perform some statutory duty of the company, and the commission may hear and determine that complaint, and, if satisfied of such failure, order the company within a time to be fixed to fulfil the duty, and a penalty may be imposed for failure. Complaint as to the quantity or quality of the water supplied by a company for domestic use may be made by any consumer or local authority, and the commission may hear and determine the complaint, and if satisfied that the complaint is well founded may order the company to remove the ground

of such complaint; the commission may also award damages to the complainant. A local authority may aid any water consumer in obtaining the determination of any question which appears to them to be of interest to water consumers within their district with respect to the rights, duties and liabilities of the companies in reference to the quantity or quality of water supplied or the charges made. The Act provides that such local authority may be made a party to the proceedings, and if so, they would be liable for costs. Section 3 extends the provisions of the Metropolis Water Acts, 1852 and 1871, to the whole of the areas of the metropolitan companies. The Council and any vestry or district board comes within the definition of "local authority," and the water companies referred to are the eight metropolitan companies.

Infant Life Protection Act, 1897, 60 and 61 Vict., c. 57, provides that any person receiving for hire or reward more than one infant under the age of 5 years for the purpose of maintaining such infants apart from their parents for a longer period than 48 hours shall within such period give notice to the local authority (*i.e.*, in London, excluding the City, the Council), and shall also give notice of any removal from his care. For an offence under this and other provisions a penalty not exceeding £5 is imposed or six months' imprisonment; the local authority has to provide for the execution of the Act within its district, and power is given, and if there are any persons receiving infants in the districts, an obligation is imposed to appoint male or female inspectors; the local authority has to fix the number of infants which may be retained in any dwelling of which notice has been received; every person retaining an infant under two years of age in consideration of a sum not exceeding £20 paid down, and without any agreement for further payment as value for the care and bringing up of such infant until it is reclaimed or of an age to provide for itself, shall give notice to the local authority, and in default of notice he is liable to forfeit the whole of the £20, or such part as the court dealing with the matter may think fit, and the court may, if necessary, order the removal of the infant to the workhouse; the local authority has to give public notice of the provisions of the Act by publication of an abstract or otherwise as a Secretary of State may direct; should an infant, in respect of which notice is required to be given, be kept in any premises so unfit or overcrowded as to endanger its health, or be received by any person so unfit to have its care and maintenance as to endanger its health, any inspector may apply to the local authority for an order to remove the infant to a workhouse or other place of safety until it can be restored to its relatives or otherwise lawfully disposed of. In case of refusal to surrender the infant, an order for removal may be obtained from a justice of the peace, which may be enforced by any police constable.

The London (Clare Market, Strand) Provisional Order Confirmation Act, 1897, 60 Vict., c. lix., confirms a provisional order, under the provisions of Part i. of the Housing of the Working Classes Act, 1890, for improving a certain area situated in the parishes of St. Mary-le-Strand, St. Clement Danes, St. Giles-in-the-Fields, and St. Martin-in-the-Fields, but the order is not to affect any rights vested in the Metropolitan Electric Supply Company at the passing of this Act, in Stanhope-street and Drury-lane within the improvement area.

The Land Transfer Act, 1897, 60 and 61 Vict., c. 65, provides that the Queen may by order in council declare as respects any county or part of a county that registration of title to land is to be compulsory on sale, and thereupon no person will be able to acquire under any conveyance on sale the legal estate in any freehold land unless and until he is registered as proprietor. Six months' notice is first to be given to the county council selected, and if that council within three months after receipt of notice resolve against the application of the order to its county, the order is not to be made.

The London (Green-street, Southwark) Provisional Order Confirmation Act, 1897, 60 and 61 Vict., c. clxv., confirms a provisional order enabling the Council to put in force the powers of the Lands Clauses Acts with respect to the purchase and taking of land at Green-street, Southwark, otherwise than by agreement, for the purposes of Part iii. of the Housing of the Working Classes Act, 1890.

The Brompton and Piccadilly Circus Railway Act, 1897, 60 and 61 Vict., c. xcii., provides that objects of geological or antiquarian interest discovered during the execution of the works shall be subject to the disposal of the Council in such manner as it may resolve.

The London County Council (Money) Act, 1897, 60 and 61 Vict., c. ccxx., empowers the Council to remit or impose any fee for the conversion of stock or scrip into certificates to bearer, as they may from time to time think fit.

The Thames Tunnel (Greenwich to Millwall) Act, 1897, 60 and 61 Vict., c. ccxiv., empowers the Council to make a subway or tunnel under the river Thames for the use of foot passengers between Greenwich and Millwall, and to construct works in connection therewith.

The London County Council (Improvements) Act, 1897, 60 and 61 Vict., c. cexlii., empowers the Council to execute works in connection with the new street commencing at the junction of Great Prescott-street with Mansell-street, and terminating in Little Tower-hill and Upper East Smithfield, opposite the northern end of the Tower Bridge approach; to widen the Strand, commencing at the eastern end of the churchyard of the church of St. Mary-le-Strand, and terminating at the western end of the churchyard of the church of St. Clement Danes; to widen Tottenham Court-road, commencing at the junction of Tottenham Court-road and Oxford-street, and terminating at the northern end of Bozier's-court. The Act also contains clauses providing for an improvement charge to be placed on such lands in the neighbourhood of the improvements not acquired for the purposes of the improvement, as may be substantially and permanently increased in value by the carrying out of the improvements.

The Metropolitan District Railway Act, 1897, 60 and 61 Vict., c. cexlvii., provides that objects of geological or antiquarian interest discovered during the execution of the works shall be subject to the disposal of the Council in such manner as it may resolve.

The Highgate Woods Preservation Act, 1897, 60 and 61 Vict., c. ccl., authorises the Council to make contributions in aid of the acquisition of lands known as Churchyard Bottom-wood, Highgate, for the purposes of a public open space, and to raise money on capital account for the purposes of the Act.

The London County Council (General Powers) Act, 1897, 60 and 61 Vict., c. cclii., empowers the Council to make a new street from Tabard-street to Borough High-street, to widen Long-lane, to widen Battersea-park-road and railway bridge over said road, to widen Holloway-road, to widen Old-street and Goswell-road, to confirm order with reference to land required for the widening of Old-street and Goswell-road, belonging or reputed to belong in part to Herbert Reginald Ray, a lunatic, to authorise acquisition of part of the churchyard of the parish church of St. George-the-Martyr, Southwark, to purchase lands for the purposes of the Metropolitan Fire Brigade Act, 1865, to erect and maintain sheds in disused burial grounds, to receive contributions from certain local authorities towards improvements and acquisition of lands for open spaces, to confer further powers on sanitary authorities in connection with the provision of accommodation for the holding of inquests, to extend the time for the compulsory purchase of land for the St. George's-place, Knightsbridge, and Highgate archway improvements until the 19th day of August, 1900, to receive into sewer partly in the county of London and partly in the East Ham district, sewage of part of the East Ham district.

1898.

The Canals Protection (London) Act, 1898, 61 and 62 Vict., c. 16, gives powers to a local authority to require a canal company to erect and maintain fences, &c., if in the opinion of the local authority any part of a canal within its area of jurisdiction may be so inefficiently protected at any place where the canal abuts upon any

public highway as to involve danger to human life. If the canal company fail to comply with the requirements of the local authority, a court of summary jurisdiction may, on complaint by such authority, determine whether any danger to life exists, and whether the works required to be executed by the local authority are necessary and such as the canal company may be reasonably required to carry out, and whether the whole or any of such works shall be carried out, and whether the costs of the works and the future maintenance thereof shall be borne by the local authority or the canal company, or in what proportions between them. If the canal company fail to comply with any order of the court, the local authority may execute the works and recover the cost from the canal company, so far as payable by them. "Local authority" is defined to mean and include the London County Council, a vestry or district board, the City Corporation, or the Woolwich Local Board of Health, as the case may require.

The City and Brixton Railway Act, 1898, 61 and 62 Vict., c. lx., provides that objects of geological or antiquarian interest discovered in the execution of the works are to be subject to the disposal of the Vestry of Lambeth if found in that parish, and of the London County Council if found elsewhere.

The East Ham Improvement Act, 1898, 61 and 62 Vict., c. cxxiv., provides that agreements may be entered into with any neighbouring local authority or with any company working tramways in any neighbouring districts, for working tramways in combination with the East Ham Urban District Council, but no such agreements are to be made as regard as any tramway within the County of London without the consent of the London County Council.

The Foreign Cattle Market, Deptford, Act, 1898, 61 and 62 Vict., c. li., empowers the Corporation of London to enlarge the foreign cattle market at Deptford, and to construct and work certain railways and a tramway between the market and the Deptford-wharf branch of the London Brighton and South Coast Railway, and certain powers in connection with the tramway are conferred upon the County Council.

The Inebriates Act, 1898, 61 and 62 Vict., c. 60., provides for the detention in inebriate reformatories of habitual drunkards guilty of crime (section 1), and of habitual drunkards four times convicted of drunkenness (section 2). Under section 3 the Secretary of State may establish "state" reformatories, and (section 4) may make regulations for the rule and management of such reformatories. The Secretary of State, on the application of a county or borough council or of any person desirous of establishing an inebriate reformatory, may (section 5), if satisfied as to the fitness of the reformatory and of the persons proposing to maintain it, certify it as an inebriate reformatory, and make regulations prescribing conditions on which certificates are to be granted, and the circumstances under which they may be withdrawn, and (section 6) may also make regulations as to the management of such reformatories, the inspection, classification, treatment and employment of the inmates and the application of their earnings, the transfer of inmates from a "state" to a certified reformatory or, in special cases, *vice versa*. Section 8 provides that the Treasury may contribute towards the expenses of the detention of persons in certified reformatories. Section 9 provides that county or borough councils may contribute towards, or may themselves undertake, the establishment or maintenance of a certified reformatory, and may defray the whole or part of the expenses of detention of any person in any certified inebriate reformatory, and two or more councils may combine for any such purpose.

Section 13 amends the Habitual Drunkards Acts of 1878 and 1888 by transferring to the county or borough councils from the justices of the peace the duty of licensing retreats, to which habitual drunkards, on their own application, may be admitted; and power is given to the councils to delegate any of their powers in this respect to a committee. County or borough councils are also empowered to contribute towards the establishment or maintenance of a retreat under the Acts of 1879 and 1888, and two or more councils may combine for any such purpose. Power is given to the Home Secretary to make regulations with regard to retreats. The Habitual Drunkards Act, 1879, is further amended in certain other particulars.

The Leyton Urban District Council Act, 1898, 61 and 62 Vict., c. clxxv., provides that agreements may be entered into with any neighbouring local authority, or with any company working tramways in any neighbouring district, for working tramways in combination with the Leyton Urban District Council, but no such agreements are to be entered into as regards any tramway in London without the consent of the London County Council.

The Locomotives Act, 1898, 61 and 62 Vict., c. 29, amends the law relating to the licensing and use of traction engines, steam road-rollers, and other locomotives in the public thoroughfares. Power is given to county and borough councils to make by-laws under the Act, subject to confirmation by the Local Government Board.

The London Building Act, 1894 (Amendment) Act, 1898, 61 and 62 Vict., c. cxxxvii., amends the provisions of the London Building Act, 1894, with respect to the erection or extension of buildings or structures, and the formation or extension of forecourts or other spaces in front of buildings or structures within the prescribed distance from the centre of the roadway; the height of working class dwellings erected on the side of certain streets; the service of notices, summonses and orders in relation to dangerous or neglected structures; and the procedure in relation to certain offences under the Act of 1894. It is provided that the Stock Exchange buildings shall, for the purposes of the Building Acts, be deemed to be a "public building" within the meaning of those Acts.

The London County Council (Acton Sewage) Act, 1898, 61 and 62 Vict., c. cxliii., provides for payments by the Acton Urban District Council in respect of the future use of the metropolitan main drainage system.

The London County Council (General Powers) Act, 1898, 61 and 62 Vict., c. cxxxi., empowers the Council to make a new street (in continuation of Roehampton-street, Westminster), to widen York-road (Battersea and Wandsworth), and the Albert-embankment and to re-construct the Rosemary Branch-bridge (Regent's-canal), and provision is made for the contribution by local authorities towards the cost of the Roehampton-street, York-road and Rosemary Branch-bridge improvements and also towards the purchase of lands adjoining Ravenscourt-park and also certain land at Putney for an open space. The Act further provides for the removal of gates, bars and other obstructions in certain streets; the exchange of land at Hackney-common; the extension of time as regards the powers conferred on the Council by the London County Council (Vauxhall Bridge) Act, 1895, and the London County Council (Tower Bridge, Southern Approach) Act, 1895; the maintenance, cleansing, lighting, &c., of Savoy-place and Savoy-hill by the Strand District Board in consideration of the payment by the Council to the Board of the sum of £1,000; the purchase by the Council of buildings and places of historical or architectural interest or works of art, and the erection and maintenance by the Council of works of art in London; the further prohibition of the collection of money in parks and open spaces; the application of the provisions of the London County Council (Subways) Act, 1893, in certain cases; the enlargement of the powers of capital expenditure (to £155,500) for the construction of the Greenwich tunnel or subway; the extension of the provisions of the Thames Tunnel (Greenwich to Millwall) Act, 1897, as regards licensed ferrymen; and the construction of a subway under the new street to be formed between Catherine-street and Drury-lane.

The London County Council (Money) Act, 1898, 61 and 62 Vict., c. cxxii., in addition to the usual provisions of the annual money Acts, empowers the Council, under certain conditions, to lend temporarily (upon the security of any stock, bonds, bills, persons or other property in which trustees are by "the Trustee Act, 1893" authorised to invest) to any person or persons any sum of money which the Council may have in hand.

The West Ham Corporation Act, 1898, 61 and 62 Vict., c. celix., provides that working agreements may be entered into between the Corporation of West Ham and the Council or its lessees with regard to tramways belonging to the Council which could be conveniently worked in connection with tramways if and when acquired by the Corporation, but no such agreement with respect to any tramways within the County of London is to be valid unless approved by the Council. The Act also contains provisions with regard to access to the Council's outfall sewer.

University of London Act, 1898, 61 and 62 Vict., c. 62—Under this Act, which establishes a teaching university for London, the Council has power to appoint two members on the senate of the university.

1899.

Public Acts.

The Corporation Joint Tenancy Act, 1899, 62 and 63 Vict., c. 20, enables a body corporate to acquire and hold real or personal property in joint tenancy as if it were an individual.

The Board of Education Act, 1899, 62 and 63 Vict., c. 33, provides for the establishment of a Board of Education in England and Wales to take the place of the Education Department (including the Department of Science and Art), to which Board may be transferred by Orders in Council any powers of the Charity Commissioners or of the Board of Agriculture relating to education, and which Board, among other things, has powers of inspecting secondary schools. The Act provides that any county council may, out of moneys applicable for technical education, pay or contribute to the expense of such inspection of any such school within their county.

The Electric Lighting Clauses Act, 1899, 62 and 63 Vict., c. 19, establishes a model code which is to be incorporated with every future provisional order and every future special Act authorising the supply of electricity, except so far as expressly varied or excepted by the particular Order or Act. The code, which comprises 84 clauses, incorporates and applies to electricity various provisions of the Gas Works Clauses Acts of 1847 and 1871, as to breaking up streets, wasting gas, injuring meters, supplying sufficient energy within the area of supply, supply to public lamps, and also deals with the charges for energy supplied, the appointment of electric inspectors, testing of mains, ascertaining by meters the amount of energy supplied, the provision of a map of supply to be annually corrected, and the revocation of powers in case of insolvency of the promoters, &c.

The Sale of Food and Drugs Act, 1899, 62 and 63 Vict., c. 51, amends various imperfections found in the Acts of 1875 and 1879, and in the Margarine Act, 1887, and declares it to be the duty of the local authorities entrusted with the execution of those Acts to appoint a public analyst and to put in force their powers under those Acts and this Act.

The Inebriates Act, 1899, 62 and 63 Vict., c. 35, is an Act to amend the Inebriates Act, 1898, under which the Council acts, and provides that the expenses of a prosecution under section 2 of the latter Act shall be payable as in cases of felony, and that breaches of regulations may be prosecuted summarily.

The Summary Jurisdiction Act, 1899, 62 and 63 Vict., c. 22, enables petty sessional courts to deal with young persons charged with any indictable offence other than homicide, and to deal with adults (with their consent) in cases of false pretences where the amount obtained does not exceed 40 shillings, and also in cases of setting fire to undergrowth, &c., under section 16 of the Malicious Damage Act, 1861, with like consent, and where the damage does not exceed a like amount.

The London Government Act, 1899, 62 and 63 Vict., c. 14, establishes metropolitan boroughs in the place of the present vestries and district boards of London; gives these boroughs the powers exercised by such vestries and boards; transfers to them certain powers hitherto exercised by the Council; gives them concurrent powers with the Council in other matters; practically abolishes parish overseers and hands over their duties to the new councils; confers on them the power of promoting bills in Parliament; and provides for the inclusion within some of the new boroughs, and consequently within the County of London, of certain detached parts of Middlesex and Surrey. The Act requires all rates to be levied on one demand note, repeals many existing provisions of the Management Acts, and of some Acts, including two of the Council's General Powers Acts, relating to elections of the present vestries and boards and the arrangements therefor, and contains many detailed provisions as to the areas, election, powers, and duties of the new authorities which are too numerous to be set out here.

The Metropolis Management Acts Amendment (Bye-laws) Act, 1899, 62 and 63 Vict., c. 15 (promoted by the Council), extends the powers of the Council of making bye-laws under section 202 of the Metropolis Management Act, 1855, so as to enable the Council to make bye-laws requiring persons about to construct or alter drains to deposit plans and sections with the sanitary authority of the district.

The Shops Seats Act, 1899, 62 and 63 Vict., c. 21, requires employers of female assistants in premises where goods are retailed to the public to provide seats in the proportion of one seat to every three assistants. This Act is to be read as one with the Shop Hours Acts, 1892 to 1895, which are administered by the Council.

The Small Dwellings Acquisition Act, 1899, 62 and 63 Vict., c. 44, enables, among other authorities, the council of any county to advance money to enable the residents in small houses to acquire the ownership of them. The Act contains various provisions as to the class of house dealt with, conditions to be complied with by borrowers, and the provision and lending of the necessary funds.

The Metropolis Water Act, 1899, 62 and 63 Vict., c. 7, requires the several metropolitan water companies, when required by the Local Government Board, to submit schemes to enable the companies to supply each other with water and to construct any necessary works, and, whenever the Local Government Board consider that a case of emergency has arisen, or is likely to arise, to supply any other metropolitan company so long and with so much water as the Local Government Board direct, as may be available after supplying their own district. The Act contains provisions as to how the cost of works are to be borne, as to arbitration on points of difference, enables the Local Government Board to make orders fixing the times within which schemes are to be submitted and works constructed, the amount of supply and period for which it is to be given, and as to the information to be given to the Board by the companies. There are further provisions as to the raising of money and taking of lands for such works, and the holding of Local Government Board inquiries. The Act also contains the non-enhancement clause as sought by the Council, and a clause protecting outside areas.

Private Acts.

The Baker-street and Waterloo Railway Act, 1899, 62 and 63 Vict., c. xciii., provides that subway No. 2 and works within 25 feet of the surface should not be constructed except in accordance with plans approved by the Council and that objects of geological or antiquarian interest discovered in executing the works are to be subject to the disposal of the Council.

The Brompton and Piccadilly Circus Railway (Extensions) Act, 1899, 62 and 63 Vict., c. cclxii., applies various protective clauses of 1897 Act and requires works constructed within 25 feet of the surface of a street or road to be in accordance with plans approved by the Council.

The Great Northern and Strand Railway Act, 1899, 62 and 63 Vict., c. cccii., requires any buildings erected in Southampton-row and the Holborn to Strand street and stations in London to be of a design approved by the Council, and empowers the Council by their engineer or other duly appointed officer after notice to inspect at all reasonable times any underground works of the Company in London, and also provides that objects of geological or antiquarian interest discovered in the execution of their works are to be subject to the disposal of the Council.

The London County Council (General Powers) Act, 1899, 62 and 63 Vict., c. ccxxxvii., empowers the Council to construct railway sidings from the London and South Western Railway at Ewell Station to the Horton Asylum site; to purchase compulsorily lands in Battersea, Paddington, Hampstead and Marylebone, St. George-the-Martyr Southwark, St. Leonard Bromley, Mile-end Old-town, St. Pancras and Bethnal-green for Fire Brigade stations; in Westminster for a gas meter testing station; and the Brickfield, Limehouse, for an open space. The Act provides for the maintenance and management by the Council of the Golder's-hill estate as a park, open space or recreation ground; and for contributions towards its acquisition by the vestries of Hampstead, Marylebone, St. Pancras and Paddington and by the Middlesex County Council; for the exchange with Emanuel College, Cambridge, with the consent of the Board of Agriculture, of lands part of Tooting Bec-common for adjoining lands part of Hyde-farm in the parishes of Clapham and Streatham; extends the times for the purchase of lands for the widening of St. George's-place, Knightsbridge; for completing the Highgate Archway improvement, and for the purchase of the "White House" beerhouse, Hackney-marshes; gives the Council further powers to lease and sell lands acquired for Fire Brigade and other purposes if not required therefor; extends the provisions of the London County Council (Subways) Act, 1893, to the widening of the Strand, to the new street in Long-lane, Southwark, and to the widening of Old-street and Goswell-road, all authorised in 1897; and provides that for the purposes of subways in such streets the London Hydraulic Power Company shall be deemed to be a water company.

The London County Council (Improvements) Act, 1899, 62 and 63 Vict., c. cclxvi., enables the Council to carry out the following improvements—(a) a new street (Holborn to Strand); widenings of (b) Southampton-row; (c) Wandsworth-road; (d) High-street, Kensington; and applies the Subways Act, 1893, to the new street and widenings, including the Hydraulic Power Company as a water company, authorises the re-construction of the Cat and Mutton-bridge, Shoreditch, and the Old Gravel-lane-bridge, St. George-in-the-East, and provides for contributions towards the Kensington widening by the Westminster and Kensington Vestries, and towards the Cat and Mutton-bridge reconstruction, by the Vestries of Hackney and Shoreditch. A "betterment" rate or charge is authorised with regard to the new street, Holborn to Strand.

Agreements, relating to lands required for the Holborn to Strand Improvement, between the Council and the Duke of Bedford and the Commissioner of Woods, respectively, are scheduled to and confirmed by the Act.

The London County Council (Money) Act, 1899, 62 and 63 Vict., c. ccxxxviii., contains the usual provisions of the annual Money Acts.

The London United Tramways Act, 1899, 62 and 63 Vict., c. exciv., confirms an agreement between the Council and the tramway company as to the use of electrical traction on the company's tramways within the County of London, and authorises the overhead system in part according to plans approved by the Council and Hammersmith Vestry.

The North West London Railway Act, 1899, 62 and 63 Vict., c. cclxi. By section 65 of this Act the Council may, by their engineer or other duly appointed officer, inspect any works of the company in the County of London. Objects of geological or antiquarian interest discovered in executing the works are to be subject to the disposal of the Council. The Act contains a clause as to labouring class fares.

The South Western Railway Act, 1889, 62 and 63 Vict., c. ccliii., requires the works authorised for the enlargement and improvement of Waterloo station to be, unless otherwise agreed with the Council, carried out subject to the provision of a new road to form an approach from Waterloo-road, Westminster-bridge-road and Lower Marsh to Waterloo station; requires the payment of £30,000 by the company to the Council, to be applied by the Council towards street improvements near Waterloo station; requires the company to provide, to the Council's satisfaction, a certain thoroughfare for pedestrian traffic on the present line of York-street, from York-road to the said new approach road; to fit up and equip to the Council's reasonable satisfaction a fire station on an agreed site before entering on the scheduled fire station in Lambeth; and to send a copy of the rehousing scheme submitted by them to the Home Office to the Council.

1900.

Public Acts.

The Ancient Monuments Protection Act, 1900, 63 and 64 Vict., c. 34, amends the Ancient Monuments Protection Act, 1882, and gives power to any county council to purchase or, at request of owners, to become guardians of, and preserve monuments out of county funds, and to receive voluntary contributions for their maintenance.

The Act defines monument as "any structure, erection, or monument of historic or architectural interest."

The County Councils (Elections) Act Amendment Act, 1900, 63 and 64 Vict., c. 13, amends the Act of 1891, by prescribing that in any year which is not the year of election of county councillors, the day of election of the chairman, and the day for holding the quarterly meeting, may be such day in the months of March, April, or May as the County Council shall from time to time determine.

This Act takes effect first in 1902, as 1901 was a year of election of county councillors.

The Elementary Education Act, 1900, 63 and 64 Vict., c. 53, is an Act to amend the Elementary Education Acts, 1870 to 1893. Section 4 provides (1) that where a child is committed to a certified industrial school at the instance of a school board or other local authority within the meaning of the Elementary Education Acts, 1870 to 1893, the authority may pay the expenses of, and incidental to, the conveyance of the child to and from the school, and the sending of the child out on licence, or bringing back the child on the expiration or revocation of a licence; and (2) that where any such local authority have contributed to the support of a child in an industrial school, they may contribute to the ultimate disposal of the child.

The Housing of the Working Classes Act, 1900, 63 and 64 Vict., c. 59, makes some important amendments of the 1890 Act. Principally, so far as London is concerned, the amendments—

1.—Enable any council who have adopted Part III. of the 1890 Act, to establish or acquire working-class dwellings outside their district.

2.—Enable a council to use Part III. of the 1890 Act to acquire lands, the cost of which is eventually to be borne by accounts under other parts of that Act or some other Act, e.g., an improvement Act.

3.—Enable a local authority other than a district council, with the consent of a Secretary

of State, to lease (subject to terms mentioned in the Act) lands acquired under Part III. of the 1890 Act, for the purpose of the erection thereon of working-class dwellings.

4.—Simplify the procedure for settling the price of land acquired compulsorily under Part III. of the 1890 Act by substituting a single arbitrator, appointed by a Secretary of State, for the tribunal under the Lands Clauses Acts.

5.—Make provision for expenses incurred by a metropolitan borough council under Part III. of the 1890 Act.

The London County Council Electors' Qualification Act, 1900, 63 and 64 Vict., c. 29, is an Act to assimilate the County Council and Borough Council Franchise in London, and provides that a parochial elector shall be entitled to vote at the election of a county councillor for the administrative county of London, in the same manner as a county elector, and subject to the same provisions. "County elector" means a person entitled to vote at the election of a county councillor under the Local Government Act, 1888, and the expression "parochial elector" means a parochial elector within the meaning of the Local Government Act, 1894.

The Members of Local Authorities Relief Act, 1900, 63 and 64 Vict., c. 46, relieves any officer or soldier of the auxiliary or reserve forces from any fine or other liability, and from any disqualification or vacation of his office as a member of any county, borough, district or parish council or board of guardians, by reason of his absence on active service or on service beyond the seas.

The Military Lands Act, 1900, 63 and 64 Vict., c. 56, is an Act to amend the Military Lands Act, 1892, enabling the council of a county or borough who have acquired lands under the 1892 Act to lease them to volunteer corps for military purposes for not exceeding 99 years, and gives the volunteer corps power to raise moneys on such leases.

The Poor Removal Act, 1900, 63 and 64 Vict., c. 23, provides that a person who has resided continuously for five years in England shall not thereafter be removable to Ireland under the Acts relating to the relief of the poor, and provides for maintenance in English Union of Irish removable pauper at expense of the Guardians of the Irish Union to which he would be chargeable if removed.

The Workmen's Compensation Act, 1900, 63 and 64 Vict., c. 22, is an Act to extend the benefits of the Workmen's Compensation Act, 1897, to workmen in agriculture. Section 1 (3) provides that, where any workman is employed by the same employer mainly in agricultural, but partly or occasionally in other work. This Act applies also to the employment of the workman in such other work. The expression "agriculture" includes horticulture, forestry, and the use of land for any purpose of husbandry, inclusive of the keeping or breeding of live stock, poultry, or bees, and the growth of fruit and vegetables.

Railway Acts.

The Central London Railway Act, 1900, 63 and 64 Vict., c. xxxvii., amends the Central London Railway Act, 1891, with reference to cheap fares for labouring classes.

The Baker Street and Waterloo Railway Act, 1900, 63 and 64 Vict., c. ccxxv., provides that subways and works within 25 feet of the surface should not be constructed except in accordance with plans approved by the Council, and that objects of geological or antiquarian interest discovered in executing the works are to be subject to the disposal of the Council. Section 41 gives to the company an easement to tunnel under lands belonging to the Council in the parish of Paddington.

The Charing Cross, Euston and Hampstead Railway Act, 1900, 63 and 64 Vict., c. x., extends the Act of 1893, and grants further extension of powers for compulsory purchase of lands. Section 8 applies the new model clause as to displacing persons of labouring class to lands purchased under any former Act as extended by this Act.

The Great Eastern Railway (General Powers) Act, 1900, 63 and 64 Vict., c. cx., contains protective clauses relating to bridges, streets and sewers in London.

The Great Western Act, 1900, 63 and 64 Vict., c. cx., contains an agreement with the Council which is scheduled to the Act relating to the acquisition by the company of two acres and eight perches of Wormwood Scrubbs, situate in the parish of Hampstead, the company giving the Council in exchange two acres and eight perches of land in St. Mary Abbots, Kensington, and £1,250.

The Act also contains sections protecting the Council's sewers.

The London and North Western Railway Act, 1900, 63 and 64 Vict., c. ccxv., contains sections protecting the Council's sewers and the streets, and prohibiting the company from acquiring certain lands of the Council in St. Pancras, and declaring that the Act should not authorise the company to close Euston-gardens, and requiring the widening of certain streets around Euston station.

The London, Brighton and South Coast Railway (Various Powers) Act, 1900, 63 and 64 Vict., c. cxxx., contains protective sections relating to engineering works in London.

The Metropolitan District Railway Act, 1900, 63 and 64 Vict., c. cclxxiii., contains sections protecting the Council's sewers and the streets, &c.

The Midland Railway Act, 1900, 63 and 64 Vict., c. cxliii., contains protective sections as to bridges in London, and dealing with the general line of buildings.

The South Eastern and London, Chatham and Dover Railway Companies Act, 1900, 63 and 64 Vict., c. cclvi., contains sections restricting the mode of carrying out widenings in and about Charing-cross station, and as to works affecting the Victoria-embankment and footways, and provisions as to the widening of the Strand, and as to the method of construction of bridges.

Other Acts.

The Alexandra Park and Palace (Public Purposes) Act, 1900, 63 and 64 Vict., c. cclix., enables the Alexandra Park Trustees, incorporated by this Act, to acquire the park, palace and other lands, and to hold and manage the same as a place of public resort and recreation. Section 23 empowers the Council to expend such moneys as they may think fit as a contribution towards the purchase.

The Charing Cross and Strand Electricity Supply Corporation, Limited (Further Powers) Act, 1900, 63 and 64 Vict., c. ccxxvii., enables the Council and other authorities to enter into and carry into effect agreements with respect to the exercise by the company or by such authorities any of the powers by this Act conferred upon the company, so far as such powers may affect any streets, roads or bridges belonging to or under the control of the authorities with whom such agreement is made. The company is prohibited from laying any cables or wires in any of the streets mentioned in the second schedule (including, among others, streets in the Holborn to Strand improvement) earlier than 1st August, 1901, without the consent in writing of the Council.

The East London Waterworks Act, 1900, 63 and 64 Vict., c. cexii., empowers the East London Waterworks Company to construct further works in the Lee valley, to take further water from the Thames in emergency, with the sanction of the Local Government Board and consent of the Thames Conservators, and to raise further capital. The Act contains a non-enhancement section, viz., No. 47.

The City of London (Various Powers) Act, 1900, 63 and 64 *Vict.*, c. cccxviii., gives the City Corporation various powers as to maintaining public gardens at Finsbury-circus, adopting the Baths and Wash-houses Acts, and establishing a crematorium at Ilford and other matters. The Bill also contained a proposal to acquire Spitalfields-market, which was struck out in the House of Commons on the Council's opposition.

The Education Board Provisional Order Confirmation (London) Act, 1900, 63 and 64 *Vict.*, c. cxcvii., is an Act to confirm a Provisional Order made by the Board of Education under the Elementary Education Acts, 1870 to 1899, to enable the School Board for London to purchase various lands specified in the order for school sites. Section 6 provides that such lands are not exempt from any of the provisions of the Metropolis Management Act, 1855, the London Building Act, 1894, and any Acts amending or extending the same.

The Lambeth Waterworks Act, 63 and 64 *Vict.*, c. cxli., authorises the Lambeth Waterworks Company to make further works in the Thames valley, to take further water from the Thames, and to raise further capital. The Act contains a non-enhancement section, No. 41.

The Lee Conservancy Act, 1900, 63 and 64 *Vict.*, c. cxvii., alters the constitution and amends and extends the powers of the Lee Conservancy Board. The board as reconstructed will consist of 15 members, two of whom are to be appointed by the Council.

The London County Council (General Powers) Act, 1900, 63 and 64 *Vict.*, c. cclxvii., empowers the Council to purchase lands for fire brigade purposes in Paddington, Hammersmith, St. Pancras, Rotherhithe, St. George-in-the-East, Mile-end Old-town and Islington; also to purchase lands at Battersea for the purposes of the Battersea-park-road widening; lands at Newington and Mile-end Old-town for the purposes of open spaces or recreation grounds; lands in the parish of Greenwich, known as Ranger's House, Greenwich, for the purpose of public recreation; and lands at Lambeth for the purposes of technical education. The Act provides for contributions by the Council and the Vestry of St. John, Hampstead, towards the acquisition by the Willesden Urban District Council of the Dollis-hill estate, for the purpose of a public recreation ground; extends the time limited for the purchase of certain lands, for widening Long-lane, Bermondsey, Battersea-park-road, and forming the northern approach to the Tower-bridge; confers powers on the Vestry of St. Mary, Battersea, to use the Latchmere allotments, partly as an open space and partly as a site for working-class dwellings, and to use certain lands they already own as an electricity generating station. The Act further gives powers to the Council, and to local authorities with the Council's consent, to erect conveniences on disused burial-grounds, subject to a faculty being obtained in the case of any consecrated ground, and provides for the better enforcement of by-laws as to conveyance of explosives through tunnels belonging to the Council, and abolishes penalties in cases of chimney fires and substitutes civil proceedings. The Act also authorises contributions by certain local authorities towards the Ranger's House and lands at Albert-square and Manor-lane, Lee.

The London (Clerkenwell and Holborn) Provisional Order Confirmation Act, 1900, 63 and 64 *Vict.*, c. clxxxvi., is an Act to confirm a Provisional Order empowering the Council to deal with certain unhealthy areas in the parishes of St. James and St. John, Clerkenwell, and St. Andrew, Holborn, under Part I. of the Housing of the Working Classes Act, 1890.

The London (St. Marylebone) Provisional Order Confirmation Act, 1900, 63 and 64 *Vict.*, c. ccii., is an Act to confirm a Provisional Order for dealing with an area in St. Marylebone parish, under the Housing of the Working Classes Act, 1890, and to enable Viscount Portman, at his own cost, to carry out the scheme.

The London (Southwark) Provisional Order Confirmation Act, 1900, 63 and 64 *Vict.*, c. clxxxix., confirms a Provisional Order made under the Housing of the Working Classes Act, 1890, to enable the Council to deal with an area in the parish of St. George-the-Martyr, Southwark.

The London (Poplar) Provisional Order Confirmation Act, 1900, 63 and 64 *Vict.*, c. clxxxvii., is an Act to confirm a Provisional Order to enable the Council to deal under Part I. of the Housing of the Working Classes Act, 1890, with areas in the parishes of Poplar and Bromley-by-Bow.

The London (St. Luke) Provisional Order Confirmation Act, 1900, 63 and 64 *Vict.*, c. clxxxviii., is an Act to confirm a similar order as regards an area in the parish of St. Luke.

The London County Council (Improvements) Act, 1900, 63 and 64 *Vict.*, c. cclxix., enables the Council to carry out the following improvements—(a) an extension of the Thames-embankment and a new street at Westminster; widenings of (b) Mare-street, Hackney; (c) Goswell-road; (d) St. John-street, Clerkenwell; (e) Blackstock-road, Islington; (f) Archway-road, Islington; (g) Kentish Town-road; (h) Nine Elms-lane; (i) Battersea-rise; (k) Blackheath-road, Blackheath-hill, and New-road, Woolwich; (l) and High-street and Gardener's-lane, Putney. The Act also authorises an improvement rate or charge being levied in respect of the Westminster improvement and the High-street and Gardener's-lane, Putney, widenings.

The London County Council (Money) Act, 1900, 63 and 64 *Vict.*, c. ccxvi., contains the usual provisions of the annual Money Acts.

The London County Tramways (Electrical Power) Act, 1900, 63 and 64 *Vict.*, c. cccxxviii., enables the Council to work by electric traction all tramways acquired or to be acquired by it under the Tramways Act, 1870, and to take and use lands for an electrical generating station.

The London County Tramways Act, 1900, 63 and 64 *Vict.*, c. cclxx., empowers the Council to lay down various new lines of tramways both north and south of the Thames, and to alter and reconstruct certain existing lines, and adapt them for electrical traction.

The London Sea Water Supply Act, 1900, 63 and 64 *Vict.*, c. cxlvi., somewhat extends the Act of 1896. Section 7 provides that the company shall not be deemed to have any exclusive privilege of supplying sea-water in London, and that the company shall not oppose any bill introduced for empowering the Council or other local authority to purchase the undertaking.

The London United Tramways Act, 1900, 63 and 64 *Vict.*, c. cclxxi. Section 32 amends section 11 of the Act of 1899, and enables the company, with the consent of the Council and of the Vestry of Hammersmith, to work their tramways in Hammersmith by means of the system known as the overhead trolley system.

The Metropolis Gas (Prepayment Meter) Act, 1900, 63 and 64 *Vict.*, c. cclxxii. This Act (promoted by the Council) regulates the charges for gas supplied by the Gas Light and Coke, Commercial Gas, and South Metropolitan Gas Companies, through prepayment meters, limiting their charge to their ordinary charge for gas supplied to private consumers, plus 10d. per thousand cubic feet, to include the hire of, providing, letting, fixing, repairing and maintaining the meter and fittings, the cost of collection, and any other cost incurred by the company in connection therewith; and provides for revision of this rate by the Board of Trade, and for a special form of receipts, showing separately the rate of charge for the gas, and the charge for the meter and fittings.

The South Eastern Metropolitan Tramways Act, 1900, 63 and 64 *Vict.*, c. cxlvii., authorises the company to use mechanical power on their tramways. Section 13 provides that if the Council on or

before 1st October, 1900, give notice to the company of the particular surface or underground system of electric traction which the Council intend to adopt on the tramways which may hereafter be worked by them in connection with the tramways of the company, the company shall adopt some system which will work with the system adopted by the Council, any difference arising between the Council and the company to be determined by arbitration.

The South Metropolitan Gas Act, 1900, 63 and 64 Vict., c. clxii., enables the company to supply gas of 15 and subsequently of 14 candle power, instead of 16-candle power as hitherto the standard price per 1,000 cubic feet to be 3s. 2d. for 15, and 3s. 1d. for 14 candle power, instead of as hitherto 3s. 6d. for 16-candle power; and entitles the company to increase its standard dividend (4 per cent. per annum as hitherto) by 1s. 4d. per cent. for every 1d. by which their charge during any half-year shall have been below standard price, and requires them to reduce their standard dividend by 1s. 4d. per cent. for every 1d. or part thereof by which their charge in any half-year shall have exceeded the standard price.

The Act also enables the company to construct a small railway from the South-Eastern Railway's line at Angerstein's-wharf to the company's works.

The Thames Tunnel (Rotherhithe and Ratcliff) Act, 1900, 63 and 64 Vict., c. ccxix., empowers the Council to make a tunnel under the river Thames between Rotherhithe and Ratcliff with approaches thereto.

The Wandsworth and Putney Gas Act, 1900, 63 and 64 Vict., c. ccxlv., contains various financial provisions as to the capital of company, and as to the construction of works and for other purposes. There are special provisions inserted at the instance of the Council, providing for an additional testing place and use of modern photometers, and requiring additional pressure and greater purity of gas.

The West Ham Corporation Act, 1900, 63 and 64 Vict., c. ccxvi., contains provisions as to the reconstruction of the viaduct carrying the Council's northern main outfall sewer over Abbey-lane.

1901.

Public Acts.

Agricultural Rates Act, 1896, etc., (Continuance Act), 1901, 1 Edw. VII., c. 13., extends the Agricultural Rates Act, 1896, to 31st March, 1906, both for the purposes of that Act and for the purposes of the Tithe Rent Charges Rates Act, 1899, and similarly extends the Agricultural Rates (Congested Districts) and Burgh Land Tax Relief (Scotland) Act, 1896, both for the purposes of that Act and for the purposes of the Local Taxation Account (Scotland) Act, 1898.

The National Gallery (Purchase of Adjacent Land) Act, 1901, 1 Edw. VII., c. 16., enables the Commissioners of Works to purchase lands adjoining the National Gallery, the object being to enable them to extend the premises or to isolate them so as to secure safety from fire. There is a saving for the Council's rights as regards sewers and drains or watercourses.

The Youthful Offenders Act, 1901, 1 Edw. VII., c. 20., introduces the new principle of fixing a parent or guardian's liability for the misdeeds of his child. Where children are charged with an offence punishable by justices, and it is believed that the parents or guardians have conducted by wilful or habitual neglect to the commission of the alleged offence, the parents or guardians may be summoned and tried, ordered to pay fines, damages or costs, or to give security for the good behaviour of the child or young person, and the court, instead of committing him to prison, may remand or commit him into the custody of any fit person willing to receive the child, due regard being had to his religious persuasions.

By section 5, a court of assize or quarter sessions may commit to an industrial school, as two justices or magistrates now can under section 15 of the Industrial Schools Act, 1866.

By section 6, where a court of summary jurisdiction sends a child or young person to a certified reformatory or industrial school, it may at the same time make such order for a contribution to his support and maintenance by the parent or person legally liable to maintain him as may be made under sections 25 and 26 of the Reformatory Schools Act, 1866, or section 40 of the Industrial Schools Act, 1866, or under any local Act relating to reformatory and industrial schools.

Section 8 enables the County Council which has contributed to the support of a child or young person in a reformatory or industrial school to contribute to the ultimate disposal of the child or young person.

Section 9 modifies the existing law as to contracts made by local authorities with the managers of reformatory and industrial schools as regards contribution to the maintenance of any child therein.

The Public Libraries Act, 1901, 1 Edw. VII., c. 19., does not confer any powers on the Council, but will increase the powers of the Metropolitan Borough Councils as library authorities.

Factory and Workshop Act, 1901, 1 Edw. VII., c. 22., contains 10 parts, 163 sections and 7 schedules, and consolidates and amends the Factory and Workshop Act, 1878, and its amending Acts of 1883, 1889, 1891 and 1897, and also touches on the Railway Employment (Prevention of Accidents) Act, 1900. The Council is mainly concerned with sections 14 and 15, which enable it to require means of escape in case of fire to be provided in factories and workshops in London, and to make by-laws providing for such means of escape.

Section 13 reproduces section 7 of the Act of 1891, in a slightly improved form which was suggested by the Council.

Section 15 (as to by-laws) gives the Council entirely new powers.

By section 153, which section entrusts to the Council the enforcement of section 14, the powers of the Council under section 164 of the London Building Act, 1894, to make by-laws in respect of the means of escape from fire in buildings exceeding 60 feet in height, are extended to all factories and workshops whether exceeding 60 feet in height or not. The owner of a tenement, factory or workshop and not the occupier is liable under these sections.

The Education Act, 1901, 1 Edw. VII., c. 11., was occasioned by the judgment in *Regina v. Cockerton* 1901, 1 Q. B. 726, which held that it was not within the powers of the London School Board to provide or to pay the expenses of maintaining science and art schools or classes either in their day schools or in their evening continuation school out of the School Board rate. The Act declares that, where a School Board has at any time within twelve months preceding 31st July, 1901, so maintained any school or class the Council of the County or County Borough within which the school is held may empower the School Board to carry on the same work for a period of one year from such rate to such extent and on such terms as may be agreed between the Council and the School Board, and to apply to the maintenance of the school or class out of the school fund such sum as the Council may sanction, and that any expenses of any such school or class sanctioned by the Local Government Board before 31st July, 1901, shall not be questioned in any court.

Private Acts.

The Bexley Tramways Act, 1902, 1 Edw. VII., c. ciii., authorises the Bexley Urban District Council to construct certain tramways, one of which is to be in the Borough of Woolwich, but the promoters are not to exercise these powers if the London County Council obtain parliamentary powers in 1902 or 1903 to make this tramway, and proceed to construct and complete the same as soon as possible.

The Christ's Hospital (London) Act, 1 *Edw.* VII., c. ccxiii. empowers the Governors to sell the site of Christ's Hospital. Section 6 provides that all objects of geological or antiquarian interest discovered on the site shall, subject to Crown rights, be handed over to the Guildhall Museum, and the Council is to have power of entry and inspection for the purposes of the section.

The Education Board Provisional Order Confirmation (London) Act, 1901, 1 *Edw.* VII., c. cclxxviii is to enable the London School Board to purchase compulsorily certain sites for new schools. Section 6 provides for the conveyance of certain lands to the Council for the purposes of street widenings.

The Great Northern Railway Act, 1891, 1 *Edw.* VII., c. xxiii., empowers the company, among other things, to purchase certain lands in Deptford. Section 30 provides that the company shall purchase such parts of these lands as are shown on a signed plan, and certain roads between points shown on the said plan are to be laid out as public highways by the Haderdashers' Company (the owners of the estate).

The London and India Docks Company (New Works) Act, 1901, 1 *Edw.* VII., c. ccxxvii., authorises the company to construct a new dock in the counties of London and Essex and to make other works, and to divert Woolwich manorway and the Council's sewer therein. Sections 20 to 24 are for the protection of the Council's main drainage works. Section 25 controls the construction of bridges in London.

The London, Brighton and South Coast Railway Act, 1901, 1 *Edw.* VII., c. cxi., empowers the company to make new lines and works, and to purchase lands in London. Section 9 is the Council's "placard clause." Section 10 preserves the general line of buildings. Section 13 provides for the alteration of the existing bridge carrying St. James-road, Bermondsey, over the company's railway. Section 14 is for the protection of the Council's sewers.

The London County Council (General Powers) Act, 1901, 1 *Edw.* VII., c. cclxxii., empowers the Council to make street widenings in Central-street, St. Luke, and in Brixton-road; to acquire lands for Fire Brigade purposes in Deptford and Kensington, lands in connection with the Thames Tunnel (Rotherhithe and Ratcliff) Act, 1900, in Rotherhithe and Ratcliff; to remove a wall across Lambert-road, Brixton; to purchase lands for the enlargement of Brockwell-park; to hold, manage and maintain the Horniman museum and park. The Act also provides for the making and levying of an improvement charge in the Central-street widening, and extends to the time for the reconstruction of the Rosemary-branch-bridge over the Regent's-canal.

The London County Council (Money) Act, 1901, 1 *Edw.* VII., c. lxxxvii., contains the usual provisions of the Council's Annual Money Acts, but enables the Council to have temporary loans outstanding to the amount of £1,000,000, such amount having been hitherto limited to £500,000.

The London County Council (Tramways and Improvements) Act, 1901, 1 *Edw.* VII., c. cclxxi., empowers the Council to construct and work various new lines of tramways, to alter and reconstruct certain existing lines, to double single lines, and to work the lines by electrical or animal traction. Street widenings in connection with the tramways in Wandsworth, Lambeth and Camberwell are also authorised.

The London Riverside Fish Market (Transfer to the Corporation of London) Act, 1901, 1 *Edw.* VII., c. lxxi., confirms an agreement transferring this market at Shadwell to the City Corporation and winds up the market company; enables the Corporation to enlarge the market and sell other things than fish there.

The Metropolitan District Railway Act, 1901, 1 *Edw.* VII., c. ccxx., provides for the conversion of their railways for electrical power, as to the system to be adopted and confirms an agreement with the Metropolitan District Electric Traction Company.

The Metropolitan Railway Act, 1901, 1 *Edw.* VII., c. cxxx., extends time for purchase of lands and works authorised by the Company's 1896 Act, and the Harrow and Uxbridge Railway Company's Act, 1897, authorises new works outside London, as regards London, extends for one year only the time for which the ventilation openings mentioned in section 23 of the 1898 Act may be maintained.

The Notting-hill Electric Lighting Act, 1901, 1 *Edw.* VII., c. lxxviii., empowers the company to acquire lands in St. Mary Abbott's Parish, and to use them for storing transforming and distributing electrical energy. By section 6 buildings may not be brought beyond the general line of buildings.

The Saint Bartholomew's Hospital Act, 1901, 1 *Edw.* VII., c. cxxvi., enables the Hospital Governors to acquire compulsorily part of the site of Christ's Hospital to extend St. Bartholomew's.

The School for Orphans of Freemen of the City of London Act, 1901, 1 *Edw.* VII., c. xvii., authorises the Corporation to remove this school to Walton-on-the-Hill, in Surrey, to provide temporary premises for it till the new premises are ready, and to sell the old school premises at Brixton.

The South Eastern and London Chatham and Dover Railways Act, 1901, 1 *Edw.* VII., c. cxxxvii., empowers the company to acquire lands at Lewisham and Bermondsey, confirms an agreement with Peake, Frean and Co. as to taking of lands in Bermondsey, and extends the time for purchase of various lands. Sections 11 and 12 protect the Council's sewers. Section 26 deals with stopping up of roads in Bermondsey.

The South Metropolitan Gas Act, 1901, 1 *Edw.* VII., c. clxxxix., gives the company powers to purchase by agreement the Gas Light and Coke Company's undertaking south of the Thames, provided that the Gas Light Company obtain further capital powers in session 1902; repeals as from such purchase section 20 of the Council's Vauxhall-bridge Act, 1895; and provides for the raising of additional capital and as to the sale of unissued stock.

The Staines Reservoirs (Amendment) Act, 1901, 1 *Edw.* VII., c. cxxxii. (promoted by the Council), extends to 6th June, 1906, section 84 of the Staines Reservoirs, etc., Act, 1896, and section 23 of the Staines Reservoirs Act, 1898, commonly called the "sterilisation" sections.

The Tottenham and Hampstead Junction Railway Act, 1901, 1 *Edw.* VII., c. cxv., authorises a widening of the company's line in St. Pancras and works in Islington. Section 10 regulates the construction and widening of bridges in London and protects the Council's sewers, preserves the general line of buildings, prohibits structures being left in an unsightly condition. Clause 25 protects the North Metropolitan Tramways Company.

1902.

Public Acts.

The Cremation Act, 1902, 2 *Edw.* VII., c. 8. This Act is the outcome of a bill introduced by Lord Monkswell on behalf of the Council, and is a general Act applying to England, Wales and Scotland, but not to Ireland, and enables any burial board, council, committee, or other local authority having the powers and duties of a burial board, and any local authority maintaining a cemetery under the Public Health (Interments) Act, 1879, or under any local Act, to provide and maintain a crematorium, which is defined to mean any building fitted with appliances for the purpose of burning human remains and everything incidental or ancillary thereto.

The plans and site of every crematorium must be approved by the Local Government Board, and the crematorium must be certified by the Burial Authority to the Secretary of State to have been built in accordance with such plans and to be properly equipped before it is used. No crematorium is to be nearer to a dwelling-house than 200 yards except with the written consent of the owner, lessee and occupier, nor within 50 yards of a

public highway, nor within the consecrated part of any burial ground of any Burial Authority. The Home Office is directed to make regulations to be submitted to Parliament describing in what cases and under what conditions the burning of human remains may take place, and directing the disposition or interment of the ashes, and prescribing the forms of notices, certificates and declarations to be given before such burning is permitted.

The Act imposes penalties for breach of regulations, and severe penalties including imprisonment for false certificates, and penal servitude for procuring or attempting to procure cremation with intent to conceal any offence. The Burial Authority may demand fees approved by the Local Government Board. Incumbents are freed from obligation to conduct funeral services before, at or after cremation, but on their refusing to do so any clerk in holy orders of the Established Church, not being prohibited under ecclesiastical censure, may with the permission of the bishop, and at the request of the executor of the deceased, or the Burial Authority or other person having charge of the cremation or interment of the remains, perform such service within the ground of a Burial Authority. The Act comes into operation on the 1st April, 1903.

The Education Act, 1901 (Renewal) Act, 1902, 2 Edw. VII., c. 19, makes continuous till 31st July, 1903, the provisions of the Education Act, 1901, which gave school boards, on certain terms, powers to do certain matters which were held illegal in *Regina v. Cockerton* (1901, 1 Q.B., 726).

The Labour Bureaux (London) Act, 1902, 2 Edw. VII., c. 13, enables the councils of the metropolitan boroughs to establish and maintain labour bureaux, which are defined to mean "offices or places used for the purpose of supplying information, either by the keeping of registers or otherwise, respecting employers who desire to engage workpeople and workpeople who seek engagement or employment." Expenses incurred by a borough council under the Act are to be paid out of the general rate.

The Metropolis Water Act, 1902, 2 Edw. VII., c. 41, establishes a Water Board to take over, manage and carry on the undertakings of the eight London water companies with all their rights and liabilities as from the 24th June, 1904, or such earlier day as the Local Government Board may with the consent of the company affected and of the Water Board, appoint. The board is to consist of sixty-six members, appointed by some seventy-eight authorities, with a chairman and vice-chairman who need not be appointed from amongst members of the board. Fourteen members of the board are to be appointed by the London County Council. The compensation to be paid by the Water Board to each company for their undertaking is to be such sum as may be agreed upon, or failing agreement may be determined by a special court of arbitration nominated in the Act, and consisting of the Right Hon. Sir Edward Fry, Sir Hugh Owen, G.C.B., and Sir John Wolfe Barry, K.C.B. The sum payable may in each case, if the Board and the company agree, be discharged wholly or partly in Water Stock. Any agreement as to price or payment in Water Stock must be confirmed by the Court of Arbitration. The Act enables the Water Board to raise money by creating Metropolitan Water Stock bearing interest at such rate not exceeding 3 per cent. as the Board, with the consent of the Local Government Board and after consultation with the Governor of the Bank of England, may resolve, and such stock and interest are to be charged on the water fund and on all the revenues of the Board. The Act requires the Board to establish a water fund and to carry all receipts of the Board to and to make all payments of the Board out of such fund. The Board is empowered to meet any deficiency in the water fund by rates over the area for the time being entitled to be represented on the Board.

The Act contains a multitude of provisions as to the discharge of loans; payments by the Water Board; as to the proceedings of the Court of Arbitration; filling up vacancies in the court; and the Act also gives various subsidiary powers to the Water Board, and contains special provisions as to chemical and bacteriological examinations and experiments; enabling the Local Government Board to make provisional orders varying the limits of supply and representation on the Board, etc., and to hold inquiries; requiring an annual report of the proceedings of the Water Board to be laid before Parliament, and providing for the dissolution of the water companies. The Act also contains saving clauses for various interests, provisions for the transfer of officers and servants of the companies to the Board, with provisions for superannuation allowances for such officers, and compensation for directors, and makes the Board an authority for the purpose of the Superannuation (Metropolis) Act, 1866. The Act also contains in the third schedule provisions regulating the constitution and proceedings of the Board, and in the fifth schedule repeals certain provisions of the Metropolitan Water Acts, 1852 and 1871, and the Croydon Corporation Act, 1884.

The Midwives Act, 1902, 2 Edw. VII., c. 17, prohibits any woman describing herself after the 1st April, 1905, as a midwife, and after the 1st April, 1910, habitually and for gain attending women in childbirth, otherwise than under the direction of a qualified medical practitioner, unless she holds a certificate of competence from the Central Midwives Board to be established by the Lord President of the Council, and to be constituted as directed by the Act. Women having been *bona fide* in practice for one year at the passing of the Act and bearing a good character may within two years from the 1st April, 1903, claim to be certified, as may women holding certain certificates in midwifery mentioned in the Act. The Central Midwives Board is to examine any other women applying for certificates and publish annually a roll of midwives certified under the Act, and has power to issue and cancel certificates, and to remove from and restore to the roll. Every council of a county or county borough in England and Wales is to be the local supervising authority over midwives in its area, and to have the duty of supervising, investigating charges of malpractice, negligence or misconduct, suspending from practice in accordance with rules framed by the Central Midwives Board under the Act, to report to the Board the name of any midwife practising in its area convicted of an offence, to supply in January of each year to the Board the names and addresses of all midwives who during the preceding year have notified their intention of practising within its area, to keep a current copy of the roll accessible at all reasonable times for public inspection, to report to the Board the death of any midwife or any change in the name or address of any midwife in its area, and to give notice of the effect of the Act as far as possible to persons using the title of midwife. The local supervising authority may delegate on terms or otherwise any powers or duties under the Act to a committee which may consist wholly or partly of members of the Council, and on which women are to be eligible, and a county council may delegate such powers to any district council, including a metropolitan borough council, and the powers and duties so delegated may in such cases be exercised by a committee (on which women are to be eligible) appointed by the district council and consisting wholly or partly of members of the district council. The county council may prescribe the amount of expense which a district council may incur and shall refund the district council up to such amount, but any excess over such amount is to be borne by the district council. The Act contains further provisions requiring midwives to give notice of intention to practise to the local supervising authority, as to the particulars to be contained in such notice, and as to penalties for breaches of the Act. Expenses under the Act payable by the council of the county are to be defrayed out of the county fund. The Act does not extend to Scotland or Ireland.

The Wild Birds Protection Act, 1902, 2 Edw. VII., c. 6, amends the Wild Birds Protection Acts, 1892 and 1896 by enabling the Court where any person has been convicted under these Acts in addition to imposing any penalty thereby authorised, to order any wild bird or wild bird's egg in respect of which the offence has been committed to be forfeited and disposed of as the Court shall think fit.

Private Acts.

The Baker-street and Waterloo Railway Act, 1902, 2 Edw. VII., c. cclv., extends the time for the purchase of lands and for the construction of the railway. The Act requires plans of the railway to be approved by the Board of Trade, makes damage by vibration actionable, requires the company to prepare a plan of under-

ground works and furnish copies thereof to the Council, and contains provisions as to boring in streets, unsightly hoardings, observance of the general line and prescribed distance, inspection of underground works by the Council's engineer, protection of any future subway or tunnel of the Council, limiting supply of electrical energy, as to construction of generating stations, user of public subways free of charge, not increasing fares on Sundays and holidays, requiring the company to pay the Council the costs, etc., of inspection of works and of approval of plans, etc.

The Brompton and Piccadilly-circus Railway Act, 1902, 2 Edw. VII., c. cclix, authorises the company to construct certain new railways and works, to take over the Great Northern and Strand railway authorised in 1899, and extends the time for the purchase of lands and for completion of works authorised in 1897 and 1899. Sections 40 to 44 are for the protection of various properties of the Council, and require the Council's approval of elevations and designs of buildings on the Holborn to Strand street, provide for the company furnishing the Council with information as to strata, observance of general line and prescribed distance, apply the London Building Acts, require payment of expenses incurred by Council in inspections, the preparation by the company of a map of underground works, and provide for the Council taking copies thereof, protect the Council's Shaftesbury-avenue subways and the Holborn to Strand shallow tramway and subway, and the Council's freehold properties between Piccadilly-circus and Charing-cross-road, and provide for the widening of certain streets in Westminster. Section 20 is a special workmen's train provision. The Act incorporates the provisions previously obtained by the Council as to borings in streets, protection of sewers, partly demolished buildings, inspection of works, objects of interest, placards, carting materials and soil and entrances to stations. The Act requires plans of the railway to be approved by the Board of Trade, makes damage by vibration actionable, enables the company to make various agreements with the Underground Electric Railways Company of London, and requires the company to grant to the Underground Company a perpetual lease of their undertaking. Section 29 provides for cesser of powers unless the works are substantially commenced in a year.

The Central London Railway Act, 1902, 2 Edw. VII., c. cxlv., enables the company to acquire No. 18, Old Quebec-street to enlarge their Marble-arch station.

The Charing-cross, Euston and Hampstead Railway Act, 1902, 2 Edw. VII., c. cclvi., empowers the company to construct new railways and subways and raise further capital, and extends the time for the purchase of lands and for completion of works and authorises the company's tunnels being 13 feet in diameter instead of 11 feet 6 inches as authorised in 1893. Section 14 is for the protection of Hampstead-heath. Sections 15 to 32 contain provisions protecting future sewers of the Council and restrictions as to the interference with streets and roads and the erection of hoardings, etc., usual provisions as to objects of interest, provisions protecting future subways of the Council, limiting use of electrical energy, providing for cesser of powers if works not substantially commenced in a year, giving the Council or other authority controlling adjoining streets control over the company's subways and prohibiting charge for use of the same, requiring a map of underground works to be prepared by the company and the supply of copies thereof to the Council, providing for certain street widenings in Westminster, Hampstead, Islington and St. Pancras, applying the London Building Acts requiring payment of costs of the Council's inspections, provisions as to notices and plans and protecting the Council's tramways. Section 79 is a special workmen's trains provision and section 80 prohibits the increase of fares on Sundays and holidays. The Act requires plans of the railways to be approved by the Board of Trade and makes damage by vibration actionable.

The Act also incorporates the usual provisions as to no ventilators in streets, carting materials and soil, station entrances, the Council's sewer clause, inspection of works by the Council, partly demolished buildings, the general line, exhibition of placards and application of the Building Acts.

The City of London (Public Health) Act, 1902, 2 Edw. VII., c. cxvi., empowers the City Corporation to make by-laws as to the removal of house refuse and as to the demolition of buildings within the City. The Middle and Inner Temples are exempted from the Act.

The City of London (Spitalfields Market) Act, 1902, 2 Edw. VII., c. clxv., requires the acquisition and carrying on by the Corporation of Spitalfields-market within six months from the passing of the Act and gives the Corporation power to acquire lands by agreement to enlarge and improve the same and the approaches thereto. Section 12 requires the Corporation to submit a scheme to the Stepney Borough Council for improvements and widenings in the vicinity of the market. If the Stepney Council does not approve the plans, it may within three months submit a proposal to the Corporation, and if the Corporation does not approve such proposal, both may be submitted to an arbitrator. As soon as reasonably practicable after a scheme has been settled the Corporation shall take the necessary steps to carry out the widening and improvements. The improvements are to be completed within five years after approval of the scheme if no statutory powers are needed, or within six years of obtaining necessary powers, and the Corporation are to apply in the next available session after the approval of the scheme for any such powers. By section 13 the Corporation are to repay to the Stepney Council the costs of cleaning certain streets by the market, and by section 14 any rights of the London County Council and others to establish markets are not to be prejudiced by the Act. Section 16 gives the Corporation powers to make by-laws for various purposes. Section 20 gives the Stepney Council the right to require the Corporation at the expiration of ten years to lease the market to the Stepney Council or to sell it to them at a sum not less than the Corporation have expended on the market and improvements and prohibits the Stepney Council leasing or selling without first offering to lease or re-sell to the Corporation on terms offered by any other body or person. There are also provisions enabling the Stepney Council to borrow moneys to purchase.

The Commercial Gas Act, 1902, 2 Edw. VII., c. cxxxiv, empowers the company to convert their stock and reduce the candle-power of the gas from 16 to 14 and varies the standard price and dividend accordingly. Section 13 requires the company to supply new burners suitable for 14 candle gas gratis for two years from 1st July, 1903.

The Croydon and District Electric Tramway Act, 1902, 2 Edw. VII., c. clxxi., authorises the construction of electric tramways outside, but adjoining the county of London. Section 22 gives the company general powers to make junctions, etc., with tramways of the Council, but sub-section 4 provides that such junction shall only be made with the consent of the Council.

The Edgware and Hampstead Railway Act, 1902, 2 Edw. VII., c. cclvii., authorises a railway in extension of the Charing-cross, Euston and Hampstead railway, but wholly outside London.

The Education Board Provisional Order Confirmation (London) Act, 1902, 2 Edw. VII., c. ccxi., empowers the School Board for London to purchase lands for the purposes of erecting new or enlarging old schools. Section 6 gives the Council an option of acquiring a portion of certain sites for widening and improving the adjoining streets.

The Electric Lighting Orders Confirmation (No. 8) Act, 1902, 2 Edw. VII., c. ccvii., confirms provisional orders made by Board of Trade conferring further powers in regard to the supply of electricity on the Metropolitan Borough Councils of Bermondsey, Stoke Newington, and Woolwich.

The Grand Junction Waterworks Act, 1902, 2 Edw. VII., c. xv., authorises the company to raise further capital up to £100,000 by the issue of debenture stock. Section 7 requires notice to be given to the Council of the intention to sell any such stock by auction or tender. Section 13 provides that in the event of purchase of the undertaking otherwise than by agreement not later than 6th June, 1906, by a public body or trustees, the company shall not claim in respect of advantages resulting from the Act except for actual capital expenditure.

The Great Central Railway Act, 1902, 2 *Edw.* VII., c. cxxxv. Section 31 authorises the company to maintain, renew and replace in the same site and position the gates erected by them at the three entrances to the forecourt of Marylebone station between the station and the Great Central Hotel, but such gates are to be kept open at all times for free passage of the public, save in times of emergency when expedient in the interests of public order. Previous notice of closing is to be given to the Council, and they are to be kept closed only for such time as is absolutely necessary. The company is also thereby authorised to maintain the overhead screen between the station and the Great Central Hotel, but the same is to be at such a height and so constructed as in no way to impede the free passage of persons or carriages upon the roadway of the said forecourt.

The Great Eastern Railway Act, 1902, 2 *Edw.* VII., c. xxiii., empowers the company to purchase compulsorily certain lands in the parish of Poplar. Section 14 prohibits buildings being brought beyond the general line except with the consent of the Council.

The Great Northern and City Railway Act, 1902, 2 *Edw.* VII., c. ccxxii., authorises the construction of an extension of railway, viz., from Finsbury-pavement to the Bank and other works, and the purchase of lands in Shoreditch for a generating-station. Sections 33 to 41 require the company, if required, to sell to the Council certain lands in the Metropolitan Borough of Islington for the purpose of widening Holloway-road and Highbury-place, to make a plan of underground works and to allow the Council to take copies thereof, to furnish the Council with particulars of strata found in boring, apply the London Building Acts, enforce the prescribed distance, protect any future subways of the Council, require the cost of Council's inspections to be paid, provide as to service on the Council of plans and notices. Sections 62 and 63 contain special provisions for working class trains and prohibit the raising of fares on Sundays and holidays. The Act also incorporates the usual provisions as to entrances to stations, protection of the Council's sewers, the Building Acts, the general line, placards, and carting materials and soil, and requires plans, etc., of the railway to be approved by the Board of Trade, and makes damage by vibration actionable.

The Great Northern and Strand Railway Act, 1902, 2 *Edw.* VII., c. ccxxxv., authorises certain alterations of the railways of the company and the transfer of the undertaking to the Brompton and Piccadilly-circus Railway Company, and authorises the tunnels to be 13 feet 6 inches wide instead of 12 feet as in the 1899 Act. Section 7 is for the protection of the tramways leased to the North Metropolitan Tramways Company, and section 8 is for the protection of the Council's tramways. Section 22 provides for cesser of powers if works not substantially commenced within one year from the completion of the Holborn to Strand street. Section 32 requires the company to supply to the Council information as to the strata traversed in boring. Section 33 is for the protection of any future subways of the Council. Section 34 requires the company to prepare a plan of underground works and to allow the Council to take copies. Sections 35 and 36 enforce the general line and the prescribed distance, and apply the London Building Acts. Section 43 allows agreements with the Underground Electric Railways Company of London, Limited. Section 45 requires the issue of workmen's tickets a day in advance to employers. Section 46 prohibits raising of fares on Sundays and holidays. Section 48 deals with submission of plans and notices to the Council. Section 49 requires payment of costs of Council's inspections. The Act also requires plans, etc., of the railway to be approved by the Board of Trade and makes damage by vibration actionable.

The Great Northern Railway (No. 2) Act, 1902, 2 *Edw.* VII., c. cxxvi., empowers the company to make an underground railway three quarters of a mile in length under the company's existing railway at Finsbury-park, in lieu of a piece of railway authorised by the Great Northern and City Railway Act, 1892, which piece of railway is by this Act to be abandoned.

Section 6 provides that where the tunnels near any sewer or tramway of the Council are constructed or lined with material other than iron, the works shall be carried out to the reasonable satisfaction and approval of the chief engineer of the Council, subject to arbitration on any difference which may arise. Sections 12 and 13 protect the Council's tramways in Seven Sisters-road. Section 14 requires payment of costs of the Council's inspection. Section 15 deals with the submission of plans and notices to the Council. Section 17 requires deposit with the Council of objects of interest. Section 20 prohibits ventilators in streets. Section 22 prohibits raising of fares on Sundays or holidays. Section 27 deals with the carting of materials or soil. Section 28 is for protection of the Council's sewers.

The Kent Electric Power Act, 1902, 2 *Edw.* VII., c. cxxvii., incorporates and empowers the Kent Electric Supply Company to generate and supply electricity in the County of Kent. By section 56 the company are prohibited from supplying energy to the Crystal Palace District Electric Supply Company or the Lewisham and District Electric Supply Company for distribution within the County of London.

The Kent Waterworks Act, 2 *Edw.* VII., c. cxvii., empowers the company to raise additional capital of £150,000 by issue of debenture stock, to extend their area of supply and to purchase additional lands. By section 8 notice of intention to sell stock by auction or tender is to be given to the Council. Section 12 creates a sinking fund, and section 20 is the Council's usual "sterilisation" section, preventing any claim in respect of advantages resulting from the Act, except for actual capital expenditure, in the event of the company's undertaking being purchased not later than 6th June, 1906, otherwise than by agreement by any public body or trustees.

The London and India Docks Company (Various Powers) Act, 1902, 2 *Edw.* VII., c. cexliii., empowers the company to acquire further lands in Woolwich for the purposes of their undertaking, and makes new provisions regulating craft using the docks, and makes the person in charge of and the owner of any craft liable to the penalties for breach of such provisions.

Section 17 provides that if the company's undertaking is purchased within seven years from the passing of the Act otherwise than by agreement by any public body or trustees, the claim of the company in respect of the powers conferred shall be limited as in the Act mentioned. Section 12 applies the provisions of the London Building Acts to works done under the Act.

The London and North-Western Railway Act, 1903, 2 *Edw.* VII., c. clxix., authorises the company to divert West End-lane footpath at Hampstead, and to make additional archways under Regent's-park-road and Scrubb's-lane. Section 32 is for the protection of the sewers of the Council. Section 33 provides for the openings under Scrubb's-lane being constructed to proper width, etc., and so as not to prevent the laying of a conduit for electrical tramways, and the Council is to approve plans of the archways. The London Building Acts are applied, buildings are restricted to the general line, and the Council's usual placard clause is inserted, sections 34-37.

The London County Council (General Powers) Act, 1901, 2 *Edw.* VII., c. clxxiii., empowers the Council to acquire lands for fire brigade purposes in Lambeth and Eltham, to acquire lands for enlarging Clapham-common and Ravenscourt-park, to purchase forecourts of certain houses for widening Kentish Town-road without purchasing the whole properties; gives powers to the Metropolitan Borough of Fulham to purchase 20 acres of land known as "Southfields" for an open space, and to the London County Council to contribute not exceeding £30,000 to such purchase; authorises the County Council to purchase Marble-hill-estate, Twickenham, by agreement, and from time to time, by agreement, to purchase lands or rights in the neighbourhood thereof, as the Council deems desirable, to prevent or regulate the erection of buildings which may be detrimental to the view from Richmond-hill; and authorises the Council to provide landing-stages, slips, boat-houses and other conveniences, and boats for the use of persons resorting to Marble-hill; and empowers the county councils of Middlesex and Surrey, the Metropolitan Borough Council of Hammersmith, the Corporation of Richmond, and the Urban District Council of Twickenham to contribute to the purchase of the Marble-hill-

estate. The Act also empowers the Metropolitan Borough Council of Camberwell to purchase lands by Honor Oak park, and lands known as "Brunswick-square," for the purpose of open spaces, and to utilise parts of the Honor Oak lands for an approach to lands acquired by the Camberwell Borough Council for a cemetery; also to use part of the Brunswick-square lands for widening the roadway on the south side thereof; and empowers the borough council, when they have widened such roadway, to stop up a roadway between the lands forming Brunswick-square. The Act further extends the time limited by the Vauxhall Bridge Act, 1895, and the Vauxhall Bridge (Tramways) Act, 1896, for the execution of works authorised by such Acts and the periods limited by the Council's Improvements Act of 1897 for constructing the Tower Bridge Northern Approach, and by the Council's General Powers Act of 1897 for the construction of a new street in St. George-the-Martyr, Southwark, and the widening of Long-lane and Battersea-park-road. The Act also extends the times limited by the Council's General Powers Act, 1891, as subsequently extended, for the purchase of lands in connection with the St. George's-place, Knightsbridge widening, and the time limited by the Council's General Powers Act, 1896, as extended by subsequent Acts, for the acquisition of the "White Horse" beer-house, Hackney-marshes. The Act also contains provisions regulating the manufacture and sale of ice-creams, and enables the Council to grant licences for and to further control common lodging-houses.

The London Council (Money) Act, 1902, 2 Edw. VII., c. clxiv., contains the usual provisions of the County Council's annual money Acts.

The London County Council (Subways and Tramways) Act, 1902, 2 Edw. VII., c. ccxviii., empowers the Council to construct a subway from Southampton-row to the Victoria-embankment and to construct and maintain a tramway in such subway extending from Southampton-row but terminating at the Strand. The Act authorises the tramway to be worked electrically.

The London County Council (Tramways and Improvements) Act, 1902, 2 Edw. VII., c. ccxix., empowers the Council to construct and work various new lines of tramways, to alter certain existing tramways, to work the lines by electrical or animal traction, and provides for street widenings in connection with the tramways in Fulham Palace-road and High-street, Fulham, Denmark-hill, Champion-park, Grove-lane, Dog-kennel-hill, Grove-vale and Lordship-lane, and also provides for the widening of Queen's-road, Peckham, in connection with the reconstruction of a tramway there and for a widening in Hampstead-road. The Act also authorises the Council to acquire for tramway depots or for any purposes in connection with their tramways, lands in New Cross-road and in Clapham-park-road. The Act further provides for contributions by the Metropolitan Borough Councils of St. Pancras, Fulham, Camberwell and Deptford towards various street improvements authorised within their respective boroughs.

The London Government Scheme (Borough of Southwark) Confirmation Act, 1902, 2 Edw. VII., c. lxxv., confirms a scheme made under the London Government Act, 1899, provides for the Baths and Washhouses Acts, the Burial Acts and Public Libraries Acts being uniformly administered throughout the borough, and makes certain financial provisions in connection therewith.

The London (Poplar) Provisional Order Confirmation Act, 1902, 2 Edw. VII., c. xcix., confirms an order for the improvement of an area in All Saints', Poplar.

The London, Tilbury and Southend Railway Act, 1902, 2 Edw. VII., c. clxxxi., authorises the company to widen and make diversions of their lines at Bromley St. Leonard, Poplar, and to widen the existing bridge carrying St. Leonard-street over the railway. Section 41 applies the London Building Acts and the usual provisions as to partly demolished structures, placards, sewers, bridges over and under streets, and provides for the widening (on terms) of the existing St. Leonard-street bridge, and requires the new portion of such bridge to be so constructed as not to prevent the laying of a conduit for electrical traction.

The London United Tramways Act, 1902, 2 Edw. VII., c. ccxlvii., authorises the company to make four junction lines in Glenthorne-road, Dalling-road, Paddenswick-road, Brunswick-road, Goldhawk-road, King-street West, Studland-street, Greenside-road, Askew-road and Uxbridge-road, and to make street widenings in Glenthorne-road. Section 28 makes the period of purchase of these lines by the London County Council co-terminous with the time for purchase of the remainder of the London United Tramways system in London.

The Metropolitan District Railway Act, 1902, 2 Edw. VII., c. ccxx., authorises the company to lay down certain cables for electricity from their Lots-road generating-station along certain streets in Kensington and Chelsea, and to break up certain streets, to abstract water from the Thames for generating or condensing steam, to work parts of the London and South-Western Railway and the Hounslow and Metropolitan Railway by electricity, to constitute the deep level railway authorised by the company's Act of 1897, a separate undertaking, to make various agreements with the Underground Electric Railways Company, and confirms certain agreements with that company, and the award of the Board of Trade as to the system of electrical working which should be applied to the Inner Circle Railway and the City lines and extensions of the company and the Metropolitan Company and to extend the times for certain works. Special provisions are inserted as to the construction of the company's generating-station, for the protection of the Council's branch sewer near the Lots-road, the Council's pumping-station at Lots-road, prohibiting re-building on certain forecourts in Lots-road, and protecting the sewers of the Council and saving the Thames Floods Act, 1879.

The Metropolitan Railway Act, 1902, 2 Edw. VII., c. clxxii., authorises the company to acquire lands in Marylebone by Baker-street station. Section 17 (for the protection of the Council) provides for the widening of Alsopp-place, and prohibits the company from building without the consent of the Council on any part of Marylebone-road, Alsopp-place, or Upper Baker-street, except as shown on the signed plan, or building in advance of the general line in such streets.

The North Metropolitan Tramways Act, 1902, 2 Edw. VII., c. clxx., provides for the electrification of the company's tramways in Middlesex, and enables the company to appropriate for generating-stations any lands for the time being belonging to them, but the company are by section 4 restricted from using lands in London for such purposes without the consent of the Council.

The North-West London Railway Act, 1902, 2 Edw. VII., c. ccclviii., extends the time for the completion of the railway and works, authorised by the Act of 1899, to 1907, and provides for the enlargement of the tunnels to 13 ft. from 12 ft. 6 in., as authorised. The Act requires plans of works to be approved by the Board of Trade and makes damage by vibration actionable. Sections 11 to 24 apply the general lines and the London Building Acts, require the company to make a plan of their underground works and supply copies to the Council, set out the conditions to be observed in boring in roads and require machinery in view of a public street to be screened, prohibit ventilators in roadways, protect future subways of the Council, provide for cesser of powers unless works substantially commenced in two years, provide for the issuing of tickets to employers of workmen, making communication with lines of other companies, through bookings, and not increasing fares on Sundays or holidays, and paying costs of the Council's inspections and as to notices to the Council.

Post Office (Sites) Bill, 1902, 2 Edw. VII., c. xciv., enables the Postmaster-General to acquire certain lands in London for Post Office purposes, and contains a saving of the rights of the Council in relation to sewers, drains or watercourses.

The South Eastern and London, Chatham and Dover Railways Act, 1902, 2 Edw. VII., c. cccliv., authorises the South-Eastern Company and the South-Eastern and Chatham Railway Companies' managing committee to make certain widenings of their line in Bermondsey, and authorises the two companies to acquire certain lands in Woolwich and Lewisham, and the South-Eastern Company to acquire certain lands in

Southwark and Lewisham. The Act contains provisions including the Council's Bridges Clause with special provisions as to the new bridge over Southwark-park-road and Drummond-road, and enables the Council or the Borough Council of Bermondsey to widen and improve the Southwark-park-road existing bridge. The Act also contains the Council's usual clauses as to unsightly structures, general line and placards, and a special provision as to air space in the rear of any house used by the South-Eastern Railway Company as a dwelling-house, and a special provision enabling the widening of Love-lane, in Lewisham.

The South Metropolitan Gas Act, 1902, 2 *Edw. VII.*, c. cviii., authorises the company to acquire additional lands in Greenwich, Lambeth and Southwark. The Act prohibits the company from taking certain lands of the Council in Greenwich, except with the Council's consent, and from using certain lands within 70 yards of Tunnel-avenue for gas-holders, lands within 200 yards thereof for the manufacture of gas or residual products or for the deposit of lime or for any noxious or offensive purpose, and lands within 300 yards thereof for lime purifiers, contains a saving for the Thames Floods Act, 1879, provides for the widening by the company of Upper Kennington-lane and certain streets in Greenwich, and applies the London Building Acts.

The South-Western Railway Act, 2 *Edw. VII.*, c. xxxi., confirms the purchase by the company of lands in Lambeth and Battersea, and confirms an agreement between the company and the vicar and churchwardens of the Parish of St. John, Waterloo-road, relating to All Saints' School.

The Whitechapel and Bow Railway Act, 2 *Edw. VII.*, c. clxxxii. authorises the company to divert Stayners-road, to equip their railway for electrical traction, to acquire the Whitechapel branch railway and station of the Metropolitan District Company by agreement. The Act applies the London Building Acts, and provides for a widening of Stayners-road, as shown on a signed plan.

1903.

Public Acts.

The Borough Funds Act, 1903, 3 *Edw. VII.*, c. 14. is a general Act applying to England, but not to Scotland or Ireland, and amends the Borough Funds Act, 1872, with reference to the steps to be taken by the council of a borough or urban district in relation to the promotion of a Bill in Parliament. The Local Government Board has transferred to it all powers of consenting to regulations under the Acts hitherto vested in a Secretary of State.

The County Councils (Bills in Parliament) Act, 1903, 3 *Edw. VII.*, c. 9. extends the powers conferred by section 15 of the Local Government Act, 1888, on the council of a county to oppose Bills in Parliament, so as to authorise a county council to promote bills as well as to oppose them; the powers thus conferred are, by section 1 (4), declared to be "in addition to, and not in derogation of, any powers possessed by the London County Council."

The Education (London) Act, 1903, 3 *Edw. VII.*, c. 24. extends, with modifications, the Education Act, 1902, to London, and thus makes the London County Council the local education authority for London. The Act contains a variety of provisions too numerous to be set out.

The Elementary Education Amendment Act, 1903, 3 *Edw. VII.*, c. 13. is an amendment of the Elementary Education (Defective and Epileptic Children) Act, 1899, empowering the Board of Education to make rules for certifying establishments for boarding and lodging defective or epileptic children, although such establishment may board and lodge more than 15 defective or epileptic children in one building, or may comprise more than four such buildings.

The Employment of Children Act, 1903, 3 *Edw. VII.*, c. 45. is a general Act to make better provisions for regulating the employment of children, giving local authorities, in London (exclusive of the City) the London County Council, power to make by-laws for the regulation of street trading by persons under 16. The Act further contains general restrictions on employment of children.

The Housing of the Working Classes Act, 1903, 3 *Edw. VII.*, c. 39. applies to England generally, but it contains special provisions as to London, enabling agreements to be made between the London County Council and the metropolitan borough councils as to contributions by the latter in connection with a scheme of reconstruction, and the Act also provides that the repayment of any money borrowed for the purposes of the Housing Acts to be extended over 80 years instead of 60 years, as before; and in London requires rehousing whenever 30 or more working-class persons in the administrative county are displaced under the powers of any Act.

The Local Government (Transfer of Powers) Act, 1903, 3 *Edw. VII.*, c. 15. amends section 10 of the Local Government Act, 1888, and authorises the transfer of certain powers, duties and liabilities of Government departments by Provisional Order to the council of a particular county or county borough, as well as to such councils generally. The Local Government Board are to give notice to all local authorities who are likely to be affected by the transfer. The expression "local authorities" means (*inter alia*) a metropolitan borough council and the Common Council of the City of London.

The Metropolitan Streets Act, 1903. 3 *Edw. VII.*, c. 17. extends the power to make regulations conferred upon the Commissioner of Police by the Metropolitan Streets Act, 1867, to the making of regulations with respect to the places where and the conditions under which persons may collect money in the streets for charitable or other purposes.

The Military Lands Act, 1903, 3 *Edw. VII.*, c. 47. empowers the council of a county or borough, at the request of one or more volunteer corps, to hire on their behalf land for military purposes for a period not less than 21 years, and to contribute towards the expenses incurred by another council in purchasing or hiring land for those purposes. The payment of expenses incurred thereby, so far as they are in the nature of capital expenses, shall be a purpose for which the council may borrow. Lands thus hired may be leased to the volunteer corps in like manner as land held by councils under section 1 (3) of the Military Lands Act, 1892.

The Motor Car Act, 1903, 3 *Edw. VII.*, c. 36.—This is a general Act applicable to England, Scotland and Ireland, and it provides for the registration of motor-cars and for the licensing of drivers with the council of a county or county borough, each car registered to have a distinguishing number. The Local Government Board may make regulations as to cars and drivers, and the councils of counties and county boroughs shall comply with such regulations. The Board may also make regulations as to the rate of speed in particular areas on the application of local authorities.

The Poor Prisoners' Defence Act, 1903, 3 *Edw. VII.*, c. 38. contains provisions enabling the committing justices (including a magistrate of the police courts of the metropolis), upon the committal of a prisoner for trial, or the judge of a court of assize or chairman of a court of quarter sessions, at any time after reading the depositions, to certify for legal aid to any poor prisoner where it appears that, having regard to the defence set up, it is desirable in the interests of justice that he should have such legal aid in the preparation and conduct of his defence, and that his means are insufficient to enable him to obtain such aid. The expenses of the defence and of any witnesses shall be paid in the same manner as the expenses of a prosecution in cases of indictment for felony.

Private Acts.

All Saints', Poplar (Rate Abolition) Act, 1903, 3 Edw. VII., c. xvi., empowers the Poplar Borough Council to raise the sum of £19,000 for the purpose of abolishing the Church Rate leviable in the borough for the maintenance and repair of the Rectory House, and in respect of the stipend of the rector of the parish and church was built.

The Baker-street and Waterloo Railway Act, 1903, 3 Edw. VII., c. clxii., authorises the company to take additional lands in the parish of St. Mary, Lambeth, and, subject to the approval of the Board of Trade, to enter into agreements with the Underground Electric Railways Company of London, Limited, for the supply of electric power, the haulage of trains, and the electrical working of the traffic of the Baker-street and Waterloo Railway. Sections 9 to 16 provide for the application of the London Building Acts, the making of entrances and exits at stations according to plans to be approved by the Council, the observance of the general line and prescribed distance, the running of workmen's trains, for fares not to be raised on Bank Holidays, and for the widening of certain streets by the company. Objects of interest to be at the disposal of the Council, and any placards or advertisements to be approved by the Council before exhibition.

The Baker-street and Waterloo Railway (Extension of Time) Act, 1903, 3 Edw. VII., c. ccxvi., extends until 6th August, 1907, the time limited for the completion of the railways authorised, and until 6th August, 1905, the time limited for the compulsory purchase of lands authorised by the Company's Act of 1900. Sections are incorporated from the Act of 1900 concerning (*inter alia*) the method of constructing the railway, deviation, the breaking up of streets by the company, the making of ventilators in roadways, conditions to be observed in boring, carting materials and soil, the protection of the Council's sewers, making good walls of buildings, inspection of works by Council, exhibition of placards, the obtaining of the approval by the Council of works within 25 feet of the surface, the deposit of objects of interest, the widening of Harewood-place by the company, and the protection of the Council's lands. Other provisions of the Act apply the London Building Acts, require plans of station entrances and exits to be previously approved by the Council, enforce provisions as to the general line and prescribed distance, and make damage by vibration actionable.

Beckenham Urban District Council Act, 1903, 3 Edw. VII., c. ccxvii., empowers the Beckenham Urban District Council to construct certain tramways, one of which would be situate in the borough of Lewisham in the county of London, with a length of one furlong three chains. There is an agreement scheduled to the Act providing that the tramways shall be leased to the British Electric Traction Company for a period of 28 years on the terms set forth in the agreement. The Act also contains powers as to the acquisition of lands and the carrying out of street improvements, and other provisions not affecting London.

Blackheath and Greenwich District Electric Lighting Company's Act, 1903, 3 Edw. VII., c. clxv., authorises the company to purchase the undertaking of the Lewisham and District Electric Supply Company upon the terms and conditions set forth in the agreement scheduled to the Act. The company were also empowered, subject to the approval of the Board of Trade, to enter into and carry into effect an agreement for the purchase of the whole or part of the undertaking of the Crystal Palace and District Electric Lighting Company. Provision is also made for a supply of electricity in bulk to adjoining local authorities and tramway companies.

The Charing-cross, Euston and Hampstead Railway Act, 1903, 3 Edw. VII., c. ci., authorises the company to acquire lands in the parishes of St. Martin-in-the-Fields, St. Pancras, Islington, and Hampstead, and to abandon the railway authorised by the Company's Act of 1899 from Highgate-road (where it crosses the Midland Railway) to the Highgate-road station of the Midland. The company is further empowered to enter into agreements with the Underground Electric Railways Company of London, Limited, with respect to the supply of electric power, the haulage of trains, and the electrical working of its traffic. Sections 10 to 14 provide for application of the London Building Acts, setting back of buildings, adding by the company of certain forecourts to certain streets, protecting the surface of Charing-cross station-yard, and also certain property of the Council. Section 19 is for the protection of the North Metropolitan Tramways Company. Section 29, the section of the Company's 1902 Act making damage by vibration actionable, is extended to the railways authorised by the Acts of 1893 to 1900. Provisions are incorporated from the Acts of 1893 and 1902 forbidding the making of ventilators in roadways, etc., requiring plans of station entrances and exits to be submitted to the Council, protecting the Council's sewers, and as to the making good of the walls of buildings, the screening of machinery, the removal of unsightly hoardings, the exhibition of placards in the county, the observance of the general building line and prescribed distance, and the deposit of objects of interest with the Council.

The City and South London Railway Act, 1903, 3 Edw. VII., c. clxxiii., authorises the construction of new railways, 1 mile 6 furlongs in length, and two subways for foot passengers; transfers the powers of the City and Brixton Company to the City and South London Company, and extends the time for the construction of the City and Brixton railway until 1906. Sections 7, 9, 10 authorise the working of the new line by electrical power, require plans of the railway to be approved by the Board of Trade, and makes damage by vibration actionable.

Further provisions limit vertical deviation, regulate breaking up of streets, borings in public streets, construction of entrances and exits at stations, and the carting of materials and soil. Sections 40 to 52 concern the protection of the Council's sewers, observance of general line and prescribed distance, making good walls of buildings, inspection of works by the Council, conditions to be observed in boring, screening of machinery from view, application of the London Building Acts, widening by the company of Seymour and Drummond streets, St. Pancras, protection of the Council's tramways, setting back of buildings at stations, conditions under which works within 25 feet of the surface should be constructed, limitation of the generation and use of electrical energy, and exhibition of placards. Sections 54 to 56 relate to the payment by the company of the costs of the Council's inspection, the manner of submitting notices, etc., to the Council, and require the making of a map and plan by the company of their underground works. Section 59 requires the deposit of objects of interest with the Council, and section 71 is for the protection of the North Metropolitan Tramways Company. Section 82 is the Council's model workmen's trains clause, and applies to the whole of the railways of both the City and South London and City and Brixton Companies; and section 84 prohibits higher fares being charged on Sundays and holidays.

The Erith Tramways and Improvements Act, 1903, 3 Edw. VII., c. ccl., empowers the Erith Urban District Council to make street improvements and to construct certain tramways, part of which would be situate in the county of London, but it is provided that, if the Council apply for Parliamentary powers to construct a tramway between the same points as the tramways so authorised within the county of London, the Erith Council shall not oppose such application except upon details. It is also provided that these tramways shall not be constructed except with the consent of the Council and the Woolwich Borough Council. Section 7 is for the protection of the Council, and provides that the plans of the street widenings in London shall be submitted to the Council for approval, prohibits building beyond the general line, the erection of unsightly hoardings, and the exhibition of placards, and applies the provisions of the London Building Acts to the works within the county. Section 74 prohibits the Erith Council from supplying electrical energy within the County of London, except with the consent of the Council. Other provisions of the Act do not affect London.

The Gas Light and Coke Company's Act, 1903, 3 Edw. VII., c. xli., authorises the company to create and issue debenture stock not exceeding £750,000, to alter the standard price of the company's gas from 3s. 9d. to 3s. 4d. per thousand cubic feet, and to lower or raise the rate of dividend by 2s. 8d. per cent. for every penny or part of a penny by which the price of gas exceeds or falls below this standard price, and to form a redemption

fund for the purpose of redeeming obsolete capital. Section 10 provides that the costs of the Council incurred in promoting a similar bill to that of the company shall be defrayed as general county purposes. The company is also empowered to acquire by agreement certain lands specified in the schedule to the Act.

The Great Central Railway Act, 1903, 3 *Edw.* VII., c. ccli., authorises the company to acquire lands situated in the borough of Stepney for the purposes of their undertaking. Section 31 applies the provisions of the London Building Acts to any works to be executed by the company on these lands, and prohibits building beyond the general line.

The Great Northern, Piccadilly and Brompton Railway (Various Powers) Act, 1903, 3 *Edw.* VII., c. clxxxvi., authorises the company to take additional lands and to raise further capital; and sections 18 to 21 provide for the protection of the property of the Council, observance of the general line and prescribed distance, the addition of certain forecourts to Down-street, and the protection of the surface of certain streets in the parish of St. Martin-in-the-Fields. The Act also incorporates from that of 1897 the usual provisions as to protection of the Council's sewers, making good walls of buildings, deposit of objects of interest, exhibition of placards and entrances and exits at stations.

The Great Northern Railway Act, 1903, 3 *Edw.* VII., c. cxxv., authorises the company to construct a siding or sidings at Finsbury Park in connection with the Great Northern and City Railway, and a subway for foot-passengers at King's Cross communicating with the Great Northern, Piccadilly and Brompton Railway. Section 32 is for the protection of the Council in respect of these works.

The Great Western Railway Act, 1903, 3 *Edw.* VII., c. cxvii., authorises the company to acquire lands in Paddington, in Stanley-street and Arthur-mews, and to stop up Stanley-street and part of Arthur-mews, and also lands in Kensington known as 14a, Admiral-place, Kensal New Town. Section 37 is for the protection of the Council, and provides for the company giving notice to the Council before pulling down any of the property required, so as to enable the Council, if it so desires, to purchase a part of the lands to throw into the streets, also prohibits building beyond the general line, the exhibition of placards, and applies the London Building Acts.

The Hainault (Lambourne, Fox Burrows and Grange-hill) Act, 1903, 3 *Edw.* VII., c. cclvii., authorises the transfer to the Council of certain lands in the parishes of Chigwell, Dagenham, Lambourne and Stapleford in the county of Essex, for the purposes of an open space; authorises the Council to contribute £10,000 towards the said purchase of such lands, and also authorises the Essex County Council, West Ham Corporation, Ilford Urban District Council, the Leyton Urban District Council, the Romford Rural District Council, the Woodford Urban District Council, the Wanstead Urban District Council, and the parishes of Chigwell and Lambourne to contribute towards the purchase. The Act also enables the Council and these bodies, or two or more of them, to purchase certain lands known as Grange Hill Forest for the purposes of an open space.

Harrow-road and Paddington Tramways Act, 1903, 3 *Edw.* VII., c. cxc., authorises the company to convert their tramways for electrical working, and to raise additional capital, and to lease their undertaking to the Metropolitan Electric Tramways, Limited. Section 29 is for the protection of the Council and provides that any leases, contracts, or agreements made under the Act shall cease whenever the Council purchases the undertaking of the company.

The London, Brighton and South Coast Railway Act, 1903, 3 *Edw.* VII., c. cxx., empowers the company to construct new railways in the parish of Deptford, and to widen certain of the company's existing lines in the parish of Battersea. Sections 17, 18 and 19 apply the London Building Acts, prohibit building beyond the general line, and provide that the walls of partly demolished buildings shall not be left in an unsightly condition. Sections 20 and 23 are as to the construction of bridges over Falcon-road and the Council's supervision thereof. Section 21 is the Council's usual placards section, and sections 22 and 24 are for the protection of the Council's sewers and tramways. Section 25 provides that the company shall, if and when they construct a new station on land between Prested-road and St. John's-hill, provide a forecourt or yard for vehicles using the station, so as to prevent obstruction to the traffic in St. John's-hill.

London County Council (General Powers) Act, 1903, 3 *Edw.* VII., c. clxxxvii., authorises the acquisition of land at Brixton, Plumstead and Caledonian-road for fire brigade purposes; the acquisition of property and the construction of a bridge over the Grand Surrey Canal between St. George's-road and Neate-street, Camberwell, by the Council of the Metropolitan Borough of Camberwell; the widening of High-street, Notting-hill, by the Council of the Royal Borough of Kensington, with power for the Council to contribute towards the cost thereof; extensions of time for the execution of works in connection with the reconstruction of the Rosemary-branch-bridge and the widening of York-road (Battersea and Wandsworth); the provision by the metropolitan borough councils of accommodation for retail street vendors and the removal and disposal of dead horses, confirms an agreement between the Council and the Croydon Borough Council providing for contributions by the latter body in respect of the drainage of Upper Norwood, authorises the provision and maintenance of public clocks by the metropolitan borough councils, the Council to charge a sum of £50,000 to the account of the Westminster improvement in respect of the provision of re-housing accommodation on the Millbank estate for persons displaced by carrying out the improvement, and to contribute towards the cost of the purchase by the Camberwell Borough Council of the garden at Brunswick-square and land at One Tree-hill for the purpose of public open spaces, and enables the Woolwich Borough Council to contribute towards the cost of the acquisition of land at Eltham-park estate for the purpose of a public park.

London County Council (Money) Act, 1903, 3 *Edw.* VII., c. ccxviii., contains the usual provisions of the Council's annual Money Acts.

The London County Council Tramways and Improvements Act, 1903, 3 *Edw.* VII., c. ccxix., authorises the Council to construct and work by electrical or animal traction about 3½ miles of new tramways, and provides for street widenings at Brook-green-road and Scrubbs-lane, Hammersmith; Southampton-row (between Fisher-street and Theobalds-road); Southampton-row (between Vernon-place and Bloomsbury-place); Wimbledon-road and Garratt-lane, Wandsworth, and for the acquisition of lands at Pimlico for the purposes of a generating station; and it empowers the Woolwich Borough Council to widen and divert Well Hall-road.

The London Hydraulic Power Company's Act, 1903, 3 *Edw.* VII., c. xvii., authorises the company to raise further capital, and confirms an agreement between the company and the Thames Conservators as to taking further water from the Thames, but it is provided that the intakes of the Company shall not operate when the level of the water in the river falls below 16 feet from the Trinity high-water mark. Section 5 enables the company and the Council to enter into and carry into effect agreements as to the reinstatement of the company's Westminster pumping-station, such agreements are to be supplemental to the provisions of section 10 of the Council's Improvements Act, 1900 (under which the Council is empowered to acquire this pumping-station).

The London United Tramways Act, 1903, 3 *Edw.* VII., c. xcxi., authorises the company to acquire lands in Paddenswick and Askew roads in the parish of Hammersmith for the purpose of street widenings in connection with authorised tramways. Section 17 provides that the Council shall give up for the widening of Paddenswick-road a strip of land adjoining Ravenscourt-park, and forming a part of certain lands acquired for enlarging the park, and that the company shall, at their own expense, erect a wall and railings along the strip on the side next the park, similar to the existing enclosure wall and railings, and the land and wall and railings are to remain vested in the Council. Sections 18 to 21 are the Council's usual sections as to application of London Building Acts, general line of buildings, unsightly structures, and exhibitions of placards.

The Metropolitan District Railway Act, 1903, 3 *Edw.* VII., c. cxxvi., authorises the company to construct short additional lines (one being a deviation of part of the deep-level line sanctioned in 1897), to acquire various lands, and to raise new share capital of £900,000 and loan capital of £300,000. By sections 10 and 12 the company is empowered to transfer by agreement to the Great Northern, Piccadilly and Brompton Company the power to make No. 2 of the new railways, and to enter into agreements with the London, Tilbury and Southend Company as to the joint construction and ownerships of lines Nos. 3 and 4. Section 18 empowers the Company to buy, and requires the Council to sell, a perpetual easement under part of the lands on Embankment-gardens for the purposes of the construction of an electrical power sub-station by the company. By sections 21 to 26, provision is made for the protection of the North Metropolitan and the Council's tramways, the widening of certain streets by the company, the submission to the Council of plans of tunnel and other works beneath any street or the Embankment-gardens, the furnishing of information as to strata traversed in borings, and application of the London Building Acts. By section 37 the company are authorised to construct and work an electrical generating station, and section 47 authorises them to lay down mains, cables, etc., from their electrical generating station at Lots-road to their railway at Earl's Court, the Council being empowered to have the plans of such works, and to make representations to the Board of Trade thereon. Part VI. of the Act deals with the vesting of the Hounslow and Metropolitan Railway in the company. By section 95 the company is empowered to build, sell, let, etc., shops, chambers, flats and offices over any of their existing or future stations. Further sections authorise the company to enter into agreements with the London United Tramways (1901), Limited, and other companies, etc., for the interchange of traffic, and confirm agreements (a) between the company and the Brompton and Piccadilly Company as to the transfer of part of the company's deep-level line, authorised in 1897, to the latter; (b) between the company and the Underground Electric Railways Company of London, Limited. The company is authorised by section 99 to enter into agreements with the Underground Company in respect of equipping for electrical traction and supplying with current the railways authorised by the Act. The following provisions (*inter alia*) are incorporated from the former Acts of the Company:—(From the 1897 Act)—General provisions as to construction, walls of buildings to be made good, exhibition of placards, conditions to be observed in boring, observance of the general line, deposit of objects of interest; and (from the Act of 1902) provisions for the protection of the sewers of the Council.

The Patent Office (Extension) Act, 1903, 3 *Edw.* VII., c. ccxxx., empowers the Commissioner of Works to acquire certain lands in the City of London for enlarging the Patent Office. Section 6 is a saving for the Council's rights in relation to sewers.

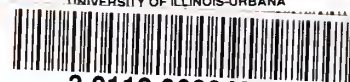
The Post Office (Sites) Act, 1903, 3 *Edw.* VII., c. clvi., authorises the Postmaster-General to erect buildings on certain lands in Christchurch, Southwark, acquired by him for Post Office purposes. Section 8 saves the Council's rights in respect of sewers. Section 9 provides for certain widenings of Upper Ground-street, Southwark, in accordance with a signed plan.

The South-Eastern and London, Chatham and Dover Railways Act, 1903, 3 *Edw.* VII., c. ccv., authorises the companies to acquire and use lands for generating stations in Camberwell and Lewisham. Sections 9 and 10 apply the London Building Acts and prohibit the building of the generating stations beyond the general line.

The Stoke Newington Borough Council Act, 1903, 3 *Edw.* VII., c. vii., authorises the Stoke Newington Borough Council to enter into agreements to take a supply of electricity in bulk from the Islington and Hackney Borough Councils, who are authorised to give such supply. The borough council is also empowered to purchase land in Albion-road for the purposes of the Baths and Washhouses Acts. Section 10 applies the London Building Acts to any work on the lands acquired under the Act, and prohibits building beyond the general line or within the prescribed distance.

The Sutton District Waterworks Act, 1903, 3 *Edw.* VII., c. xviii., authorises the company to take additional lands and to sink wells thereon. Part of these lands adjoin the Cane-hill Asylum, and section 17 is for the protection of the Council in respect of the water supply of the asylum.





PUBLICATIONS OF THE LONDON COUNTY COUNCIL.

The following Reports, etc. issued by the Council, may be obtained through any Bookseller, or of the Council's Agents,

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